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SPECIAL TELEGRAMS.	SPECIAL TELEGRAMS.	SPECIAL TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	CHINESE TELEGRAMS.
SIR MATTHEW NATHAN.	STRIKE AT CARDIFF.	IN JEOPARDY.	HOME POLITICS.	COLONIAL ESTIMATES.	GERMAN WEST AFRICA.	SEVERE FLOODS.
A NEW POST.	TROOPS SENT.	the two Governments will communicate with one another fully and frankly and will consider in common the measures which should be taken to safeguard those innocent rights or interests.	LUTON BY-ELECTION.	AFFAIRS IN EAST AFRICA.	DREAM OF A GREAT DOMAIN.	[“SHUNG PO” SERVICE.]
(THE “TELEGRAPH” CORRESPONDENT.)	(THE “TELEGRAPH” CORRESPONDENT.)	London, July 21, 4.45 p.m.	(THE “TELEGRAPH” CORRESPONDENT.)	London, July 21, 4.45 p.m.	[SERVICE TO THE “TELEGRAPH.”]	Peking, July 21.
London, July 21, 4.45 p.m.	Troops have been despatched to Cardiff in connection with the trouble caused there by the seamen and dockyard strikers.	Art. II. If by reason of unprovoked attack or aggressive action wherever arising on the part of any Power or Powers either High Contracting Party should be involved in war in defence of its territorial rights or special interests mentioned in the preamble of this Agreement, the other Contracting Party will at once come to the assistance	In the Luton by-election, the Liberal candidate was elected by a majority of 613 votes, the polling being:	In the debate in the House of Commons on the Colonial Estimates, Sir Clement Hill urged a more liberal Land Ordinance for East Africa.	[SERVICE TO THE “TELEGRAPH.”]	Severe floods are raging in Hunan, Huph and Anhwei.
His Majesty the King has approved of the appointment of Sir Matthew Nathan, G.C.M.G., (late Governor of Hongkong, and afterward Secretary to the Post Office), as Chairman of the Board of Inland Revenue, which post has been rendered vacant by the appointment of Sir Robert Chambers, K.C.B., to the Treasury, in succession to Right Hon. Sir George Herbert Murray, G.C.B., I.S.O., who is retiring from his office as Permanent Secretary and Auditor of the Civil List.	THE ANGLO-JAPANESE ALLIANCE.	OF ITS ALLY	Cecil Harmsworth (L.) 7619	Mr. Ramsay Macdonald denounced the removal of Northern	GERMAN WEST AFRICA.	CHINA’S NEW HOUSE.
[INDEPENDENT NEWS’ AGENCEY.]	FULL TEXT OF REVISIONS.	Preamble: The Government of Japan and Government of Great Britain having in view the important changes which have taken place in the situation since the conclusion of the Anglo-Japanese Agreement of the 12th August, 1905, and believing that a revision of that Agreement, tending to such changes would contribute to general stability and repre, have agreed upon the following stipulations to replace the Agreement above mentioned, such stipulations having the same object as the said Agreement, namely:	Hickman (C) 7006	Macdonald from the Protectorate.	DREAM OF A GREAT DOMAIN.	SEEK ADVICE ABOARD.
(THE “TELEGRAPH” CORRESPONDENT.)		Article III. High Contracting Parties agree that neither of them will without consulting the other enter into separate arrangement with another Power to the prejudice of the objects described in the preamble of this Agreement.	London, July 21, 8.40 a.m.	Right Hon. Lewis Harcourt, Secretary of State for the Colonies, in his reply, defended the removal of Macau and emphasized the safeguards which had been imposed.	[SERVICE TO THE “TELEGRAPH.”]	[“SHUNG PO” SERVICE.]
London, July 21, 4.45 p.m.		Article IV. Should either High Contracting Party conclude a treaty of general arbitration with a third Power, it is agreed that nothing in this Agreement shall entail upon such Contracting Party an obligation to go to war with the Power with whom such treaty of arbitration is in force.	Sir Mathew Nathan, Secretary to the Post Office, has been appointed to be Chairman of the Board of Inland Revenue, on the appointment of Sir Robert Chambers to succeed, as Permanent Secretary to the Treasury, the Right Hon. Sir George H. Murray, who has resigned.	He was convinced, he said, that its removal was an advantage to the Maasai themselves, to the other tribes and to the Protectorate itself, and would serve towards good government and the progress of civilisation.	GERMAN WEST AFRICA.	Peking, July 2.
In the King’s Prize, the Silver Medal was won by Private Garrod, of Oxford.		Article V. The conditions under which armed assistance shall be afforded by	ON INLAND REVENUE.	Referring to the acquittal of the Hon. Galbraith Col, Lord Enniskillen’s son, who had been in custody on the charge of shooting a native, the Colonial Secretary said that if it were found that trial by jury in East Africa leads to constant miscarriages of justice, the Government shall consider steps to prevent it.	NEW POST FOR SIR M. NATHAN.	THE DIRECTOR GENERAL.
VARSITY REVOLVER MATCH.		EITHER POWER	SERVICE TO THE “TELEGRAPH.”	With regard to land tenure in East Africa, Lord Kitchener thought the terms so good that he himself had become lease holder.	WILD SCENES AT CARDIFF.	[“SHUNG PO” SERVICE.]
In the Inter-University Revolver Match, Cambridge won with a score of 497 against 416 scored by the Oxford team.		to the other in the circumstances mentioned in the present Agreement, and the means by which such assistance is to be made available will be arranged by the naval and military authorities of the High Contracting Parties who will from time to time consult one another fully and freely upon all questions of mutual interests.	London, July 22, 12.30 a.m.	Mr. Harcourt contended that the Government, whilst providing sufficiently for the development of the land system, was securing for itself a fair small return in the future.	THE SHIPPING STRIKE.	Peking, July 21.
BOXING.		ARTICLE VI. The present Agreement shall come into effect immediately after the date of its signature and remain in force FOR TEN YEARS	Hants won by an innings and eight runs.	In London the dockers have resolved to strike.	WILD SCENES AT CARDIFF.	H. E. Chang Ming Chi, the Canton Viceroy, has telegraphed to H. E. Tuan Faug, the Director General of Railways, asking him to fix a date to come to Canton.
MATT WELLS V. HYLAND.		from that date in case neither of the High Contracting Parties should have notified twelve months before the expiration of the said ten years the intention of terminating it. It shall remain binding until the expiration of one year from the day on which either of the High Contracting Parties shall have denounced it.	AN ACCEPTANCE.	At Birry the dockers have already struck work in sympathy with those of Newport and Cardiff.	THE DIRECTOR GENERAL.	STEAMER SINKS NATIVE BOATS.
(THE “TELEGRAPH” CORRESPONDENT.)		But if when the date fixed for its expiration arrives either ally is actually engaged in war, the Alliance shall ipso facto be continued until peace is concluded, in faith whereof the undersigned, duly authorized by their respective Governments, have signed this Agreement and have affixed thereto their seals.	LEAVE EDINBURGH.	The Seamen’s Union leader at Sunderland has declared that all the shipping on the north-east coast would be brought to a standstill next week unless the Union was recognised by the shipowners.	THE DIRECTOR GENERAL.	MANY LIVES LOST.
London, July 21, 4.45 p.m.		Art. I. It is agreed that wherever in the opinion of either Japan or of Great Britain any of the rights and interests referred to in the preamble of this Agreement are	SERVICE TO THE “TELEGRAPH.”	After a mass meeting attended by fifty thousand persons in the evening, the mob raided a score of Chinese laundries and committed great damage.	[“SHUNG PO” SERVICE.]	“SHUNG PO” SERVICE.
In their lightweight contest, Matt Wells beat Dick Hyland on points.		Art. II. It is agreed that wherever in the opinion of either Japan or of Great Britain any of the rights and interests referred to in the preamble of this Agreement are	LEAVE EDINBURGH.	In London the dockers have resolved to strike.	THE DIRECTOR GENERAL.	Peking, July 21.
A JUDGE’S FORTUNE.		Art. III. It is agreed that wherever in the opinion of either Japan or of Great Britain any of the rights and interests referred to in the preamble of this Agreement are	SERVICE TO THE “TELEGRAPH.”	At Birry the dockers have already struck work in sympathy with those of Newport and Cardiff.	THE DIRECTOR GENERAL.	FOREIGN CONCESSION REFUSED.
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London, July 21, 4.45 p.m.		Art. V. It is agreed that wherever in the opinion of either Japan or of Great Britain any of the rights and interests referred to in the preamble of this Agreement are	SERVICE TO THE “TELEGRAPH.”	With regard to land tenure in East Africa, Lord Kitchener thought the terms so good that he himself had become lease holder.	THE DIRECTOR GENERAL.	Peking, July 21.
The late Judge Bacon left a fortune of eighteen thousand pounds sterling.		Art. VI. It is agreed that wherever in the opinion of either Japan or of Great Britain any of the rights and interests referred to in the preamble of this Agreement are	LEAVE EDINBURGH.	Mr. Harcourt contended that the Government, whilst providing sufficiently for the development of the land system, was securing for itself a fair small return in the future.	THE DIRECTOR GENERAL.	FOREIGN CONCESSION REFUSED.
(His Honour Judge Francis Henry Bacon was born 1832 and had been a Judge of the County Courts since 1878.)		Art. VII. It is agreed that wherever in the opinion of either Japan or of Great Britain any of the rights and interests referred to in the preamble of this Agreement are	SERVICE TO THE “TELEGRAPH.”	At Birry the dockers have already struck work in sympathy with those of Newport and Cardiff.	THE DIRECTOR GENERAL.	[“SHUNG PO” SERVICE.]
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		Art. XLII. It is agreed that wherever in the opinion of either Japan or of Great Britain any of the rights and interests referred to in the preamble of this Agreement are	LEAVE EDINBURGH.	Mr. Harcourt contended that the Government, whilst providing		



## THE CONFIDENCE TRICK.

Chinese Woman Duped.

Another instance of the blissful credulity of the average Chinese woman of the ignorant classes has been reported to the Police. A native woman residing at No. 8, Sai Street, was yesterday walking along Des Voeux Road, when she was suddenly accosted by a Chinese gentleman (sic) who manifested a great politeness to the lady. He asked her if she could direct him to a money-changer's establishment, as he had just picked up a roll of bank-notes and did not know where to have them changed. If the woman would do the needful, he would give her a good reward. The unsuspecting creature offered to do so, but after having gone a little distance, she was called back and the man said:

"Here, how am I to know you will come back? You better leave with me some security." Upon this, the woman divested herself of her jewellery worth \$25 and handed it to the man, together with \$20 in money. On arrival at the money-changer's, she opened the package and, to her dismay, she made the painful discovery that it contained nothing more valuable than worthless pieces of brown paper!

The appalling ignorance and lack of common-sense displayed by these unrefined creatures are almost enough to estrange sympathy from them.

## THE FRENCH OFFICER.

A German Critic on his Shortcomings as Leader.

Berlin, June 10.—The "Lokal Anzeiger" prints a despatch from its special correspondent in Morocco, commenting on the march of the French on Foz.

"At Foz," he says, "I had the occasion to be introduced to General Moutier, a chivalrous soldier, whose shoulders are bending under the weight of responsibilities undertaken on behalf of the French Government.

"The general asked me for my impressions. I described to him what I had seen, and how the French soldiers had fought the enemy. Then (and it was almost impressive) that General, whose eyes shone with pride and love, sang the praises of his 'little soldiers.' And they march so well," he concluded.

"They do, indeed, march very well," I replied, "but the French do not know how to take advantage of this quality."

The "Lokal Anzeiger's" correspondent criticised the conduct of operations, the waste of ammunition, the insufficiency of supplies, and, most of all, the inexperience of the officers in the art of giving orders.

"This," he goes on, "I have seen constantly in officers of all ranks. They are incapable of writing clear instructions, and this can be seen everywhere."

## SENTENCED FOR OPIUM IMPORTATION.

Yap Chow Hoo, a well known Chinese merchant of Manila, was sentenced to one year in Bilibid and to pay a fine of P. 5,000, in a decision by Judge Campbell a few days ago. He was convicted of being the consignee of the P. 55,000 worth of opium recently discovered on pier 5 by agents of the customs secret service.

The forbidden drug was concealed in 32 packages of card-board imported from Hongkong. The centres of the parcels had been ingeniously hollowed out, and the drug deposited therein but the customs secrete discovered it just as it was being taken from the piers.

Two other Chinese are charged with being accomplices in the smuggling attempt but they have not yet been tried. A telegram in cipher and a cryptic letter, both of which were solved by the secret service men, were prominent factors in the evidence which convicted the Chinese. It was also proved that a bribe of P. 2,000 had been offered one of the secret service men who made the capture of opium. "Manila Times."

## EDINBURGH THEATRE FIRE TRAGEDY.

## Interesting Evidence at the Public Inquiry.

Under the Accidents Inquiry Act a public inquiry was held at the Edinburgh Sheriff's Court into the circumstances of the fire which occurred at the Empire Music-hall, Edinburgh, last month, when the Great Lafayette and nine others were suffocated.

The sheriff intimated at the outset that the jury were not to be asked by the Lord Advocate to return a verdict of fault inferring criminal responsibility against anybody.

Mr. George Sinclair, stage manager of the theatre, described Lafayette's performance, and explained how the curtain was kept from falling to give two stage hands a chance to escape from the wings. The stage lights remained on long enough to have enabled all to escape, if there had not been some concern about their belongings. If every one when he saw there was danger had made for an available exit there would not have been a single life lost.

Professor Harvey Littlejohn said he examined the bodies, and in his opinion all the victims had died of suffocation, and had not had painful deaths.

Mr. Campbell, the borough engineer, said he had inspected the theatre before the fire in view of the annual licensing, and the general arrangements struck him as being entirely satisfactory, but there were certain details in regard to which since the fire he had suggested improvements.

The jury found that the victims lost their lives by suffocation and that no blame was attributable to anybody.

They added a rider recommending that in the future the city authorities should exercise more scrupulous care, both in regard to the theatre construction and more frequent examination of electric lights and water hydrants.

The jury found that the cause of the conflagration was the fusing of an electric wire in a lamp.

## THE AMERICAN POLO MATCH.

After two heroic struggles, both of which looked at any time like producing a different result, the American polo players, says "The Times," have retained their right to the International Cup, and the first feeling of Englishmen all over the world will be one of congratulation to their redoubtable opponents. Our Special Correspondent at Meadowbrook, whose despatches have done much to illuminate the tour of the English team, will hardly be suspected of any lack of appreciation of the merits of his countrymen. He was the first to urge in these columns that a serious attempt should be made to recover the trophy which Mr. H. P. Whitney and his companions took from us two years ago, and he has consistently maintained his belief in the selection of players sent from Hurlingham to recover it. But, now that the matches are over, he frankly admits the claim of the Americans to be the stronger side. No extraneous advantage, indeed, can be held to account for the superb performance of Mr. Milburn, the account of whose play suggests something as near to genius as the game has ever produced, for the faultless combination of the brothers Waterbury, the American forwards, or for the skill and power of organization displayed by their captain, Mr. Whitney. Whether a longer period of combined practice and acclimatization, a greater familiarity with the ground, and a larger range of ponies could have brought the same English team to a similar state of perfection is a question which will doubtless continue to be discussed, but is no longer of any practical profit. All but one of these conditions are necessarily in favour of the defending side, which has the right to play at home. So long as Englishmen remain in the position of challengers they will always have to face them. What every one will be ready to acknowledge is that, given the inevitable conditions, the best side has won the rubber, and deserves all the credit due to the unceasing efforts which have made it, in our Correspondent's words, "the finest polo team ever seen in any country."

## FOREIGN NEWS ITEMS.

## Mexico.

The following telegram has been received in New York from Chihuahua (Mexico):—"The Governor announces that under the new regime Chihuahua will not permit foreign concessions, which are regarded as monopolies, and that every effort will be made to restrict existing foreign monopolies which are controlled by American, German, and British subjects."

## France.

The new proposals of the Government for the settlement of the troubles in the champagne country are being drafted by M. Caillaux, Minister of Finance, and will be brought before the Senate in a few days.

## Portugal.

Reports from Pontovedra state that the authorities of that town have stopped two waggons loaded with arms and ammunition intended for the Portuguese Monarchs. The articles, which were described as "machinery," had been disembarked from a German steamer at Villagarcia.

## Turkey.

The Sultan received Prishina, and was warmly cheered along the line by great crowds, composed chiefly of Albanians. His Majesty performs his customary Friday devotions at the tomb of the Sultan Murad, on the plain of Kosovo, after which he will review 50,000 troops.

An amnesty for political prisoners has been issued at Prishina. The Turkish newspapers dwell on the importance of the imperial visit to Kosovo, and describe this as the greatest day in the history of the Ottoman nation.

## Spain.

According to the Madrid correspondent of the "New York Herald" (Paris edition), Senor de Grijalba, the Madrid journalist who took offence at an article in the Paris "Temps" commenting on French and Spanish relations in Morocco, has left Biarritz for Paris, after waiting in vain at the former place for the writer of the article whom Senor de Grijalba challenged some days ago. It is even reported that Senor de Grijalba is already in Paris.

## Holland.

By a fire which broke out in the village of Bintonyewzend, the church, several residential houses, and a large creamery have been destroyed. Many families are homeless, and the loss is estimated at a very high figure.

## Italy.

The Minister of Instruction has brought into the Chamber a Bill for the reform of secondary education. The bill aims at creating a combination of the French lycée and the German gymnasium, in which Greek will be abolished and replaced by compulsory English. French will also be taught.

## Chili.

In the course of a statement in the Chamber of Deputies, the Minister of Finance said it was estimated that the financial year, 1911, would show a surplus of over a million pesos.

## THE HORSE SHOW.

Queen Alexandra Pays an Early Morning Visit.

The opening of the third day's proceedings of the International Horse Show was graced by the presence of Queen Alexandra, who was accompanied by Princess Victoria, and attended by Miss Knollys and Sir Dighton Probyn. Her Majesty arrived in a motor-car about nine o'clock, and was received by Lord Lonsdale, president of the show. She paid a visit to the stables, where some of the most notable exhibits were pointed out. Then the whole of the Russian exhibits were paraded in the ring by Royal request, and a display was given of riding and driving.

It being her Majesty's express wish that the visit should be of a private character, special seats, embowered in a wealth of floral decoration, were reserved in front of the Royal box just above the level of the ring. Her Majesty witnessed the jumping competition during the morning, and was much interested in the spectacle. The Royal party remained until about noon.

## A DROSHKY WEDDING.

## Quaint Scene at the Russian Church in London.

A romance in a most picturesque garb paid a fleeting visit to Welbeck-street, when the dashing Captain Berzen, one of the Russian officers, competing at the International Horse Show was married to Mme. Denisoff, a widow, at the Russian Church.

It is so seldom that Romance comes by way of Welbeck-street, with its association of suffering and shattered dreams in the nursing homes and doctors' houses, that half its inhabitants gladly welcomed the opportunity to pause in their work, and from the windows and balconies watch the arrival of the bride and bridegroom in the quaintly unfamiliar Russian carriages, which were a feature of the scene. And down in the street itself the spectators gathered on both sides of the road in such numbers that they formed a narrow avenue through which the parties to the wedding could proceed but slowly.

Nearly an hour before the ceremony was due to commence—at half-past eleven—the crowd began to collect, being mostly composed of women, with one or two slightly bluse representatives of the errand-boy type. It was some time before the patronage of the crowd was rewarded.

All the early arrivals amongst the few guests invited to the church were garbed in the un-picturesque silk hat and frock or morning coat, but at length there was a sudden stir when round the corner there came a taxicab with two officers inside, both in uniform, and one with a gorgeous brass helmet, surmounted by a brazen eagle, gleaming in the sun.

All too quickly from the crowd's point of view they passed into the church—representatives of the bridegroom's French and German rivals at the Horse Show. Then a few minutes later there arrived a Russian troika, drawn by three horses and driven by a man in the padded livery of a Russian coachman, in which was seated one of the bridegroom's friends.

## The Bridegroom and Bride.

Almost on his heels there came the bridegroom, with his best man, in a drosky, drawn by a fast trotter and post-horses, as his galloping mate is called, both harnessed with silver trappings. After shaking hands with a few friends at the door they passed inside the church, of which the exterior is hardly distinguishable from that of an ordinary house.

Then, a few minutes before the half-hour, there drove up another drosky, with coachman liveried and horses harnessed in Russian style, the bride and Mr. Walter Winans, the well-known American exhibitor, being its occupants. Miss Denisoff was dressed in white and wore a flower-trimmed hat, while in her hand she carried a small bouquet. Mr. Winans was wearing a grey frock-coat, grey trousers, and grey tall hat.

Even after they had disappeared into the church the crowd lingered on, fascinated by the quaint spectacle of the Russian carriages, and many waited to catch another glimpse of the bride after the ceremony.

## THE PACIFIC MAIL AND CATERING.

The Pacific Mail are sparing no efforts to make their boats as comfortable as possible, and in that direction they have been paying special attention to the commissariat department. They have appointed Mr. V. Moroni to take charge of the catering on the vessels with the object of improving the excellent bills of fare that have always been provided by the stewards department. Mr. Moroni comes to them with an excellent reputation as an artist in the caterer's line, and it is expected that under his supervision the trans-Pacific boats will acquire a fame for the qualities of their menus.

While at the Astor House, Shanghai, Mr. Moroni beat all his rivals and carried off a gold medal for cooking. He has been connected with Thos. Cook and Sons' hotel in Egypt and elsewhere and in his present situation he will travel to and fro upon the line instituting improvement wherever he finds them necessary.

## Prepaid Advertisements.

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INDIAN NEWS.

## Delhi Durbar.

Arrangements for the Government of India Camps for the Durbar have greatly advanced. These camps will be allotted to the members of the Viceroy's Executive Council, the Chief Justice of Bengal, several Judges of the Calcutta High Court, the Metropolitan, the Commander-in-Chief, the Secretaries to the Government of India and the Heads of Departments, the Additional members of the Viceroy's Legislative Council, including the Advocate-General. Those invited will have the privilege of bringing their wives and daughters. Captain Allison, who is now in Simla, is in charge of these arrangements.

## The Chief of Staff.

The "Pioneer's" military correspondent at home, in discussing the succession to the post of Chief of Staff in India, when Sir Douglas Haig assumes command at Aldershot, mentions the name of Lieutenant General Sir Percy Lake, now commanding the Meerut Division. In military circles it is considered that General Lake has all the qualifications required for the appointment and his selection would not come as a surprise.

## Opium Smuggling.

A serang and three firemen on a sea-going vessel were charged with possessing several seers of contraband opium at Alipore. The serang and one fireman pleaded guilty and were fined one hundred rupees each. The case against the other two is proceeding.

## Indian Railway Enterprise.

The prospectus of a private company to construct a railway from Mandra to Chakwur will shortly be issued. Messrs. Rocharan and Sons have acquired the concession from the Government. The line will be constructed and worked for the company by the North-Western Railway on a fixed per centage of the gross receipts and will receive a rebate towards paying a dividend of five per cent. The line is distinctly an Indian enterprise.

## The Bridegroom and Bride.

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## Bishop of Calcutta.

Dr. Coppleston, Bishop of Calcutta, who has not enjoyed good health for sometimes, will arrive in Calcutta and proceed home on medical certificate. It is probable that Dr. Coppleston will not return to India and in the event of his resignation the name of Dr. Lefroy, Bishop of Lahore, is mentioned as his successor. Dr. Coppleston has been the Bishop of Calcutta since 1902.

## Intimations.

**SOUTH MANCHURIA RAILWAY**  
SHORTEST & QUICKEST ROUTE  
BETWEEN  
THE FAR EAST & EUROPE,  
via DAIREN.

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Effective from May 1, 1911.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobo Maru" and "Saiki Maru" (each 2,877 tons) as follows:

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Hongkong, 30th June, 1910.

troy the vessel merely because it doubtless existed as to whether or not her cargo was destined for our armed forces. The fact of the extreme difficulty which the owners must necessarily find in proving that it, or at any rate a large part of it, was not so destined, would probably be considered by those in command of the warship to justify the destruction of the vessel, if, (as would almost certainly be considered to be the case), she could not be taken to a port of Britain's enemy without danger.

Having agreed to this Declaration as it stands, England will be powerless to protest, as she has hitherto done, against the destruction of neutral vessels carrying contraband, or against food-stuffs being deemed to be contraband when any doubt whatsoever exists as to whether they are destined for the use of armed forces, and for the purposes of the war in progress.

There can be very little doubt that the effect of the Declaration, so far as Great Britain is concerned, will be, in case our country is at war, to render the cost of freight and insurance on a cargo of food-stuffs consigned to any place in the Kingdom almost prohibitive; and to make it practically impossible to induce a neutral ship to carry such cargo to any British port. It should be stated, however, that the Declaration contains one Article the terms of which are decidedly favourable to our country in the event of war. Article 35 provides that conditional contraband, such as food-stuffs, is not liable to capture except when found on board a vessel bound for territory belonging to or occupied by the enemy, or for the armed forces of the enemy, and when it is not to be discharged at an intervening port. Therefore a neutral vessel bound, say, from America to France, containing a cargo of food-stuffs ultimately destined for England, but to be discharged at a French port, is not liable to be interfered with in the event of Great Britain being at war with another Power. The only danger of such food-stuffs being captured by the enemy would arise after transhipment of the cargo in the French port into another vessel bound for British territory, and during the very short voyage across the channel. This may be considered to be a very advantageous concession to us by the other Powers; for, were it not agreed to, the enemy might insist upon their right to seize conditional contraband carried in neutral ships, if its ultimate destination, after having been first discharged in a neutral port, were shown to be a port of Great Britain. The former law in this respect was as stated in Kots' International Law:—

"The question is one of intent. Did the animus importandi terminate at the intermediate port, or look to an anterior port? Was it, under the circumstances, a bona fide importation, ending at the intermediate port, or a mere contrivance to cover the original scheme of the voyage to the anterior port?" This was the true principle of the cases as declared by Sir William Grant in "the William" 5 Rob. 385, and recognized in the United States. The Declaration of London settles this question, so far as regards conditional contraband, and makes it immaterial with what intent goods of that description are carried in a neutral ship to a neutral port the idea doubtless being that belligerents should be allowed to interfere as little as possible with the apparently legitimate trade of neutral countries.

Except for this one concession it is difficult to see what benefit our own country can have been expected to gain by joining in the Declaration, and so abandoning certain principles which we have long endeavoured to uphold.

## DAY BY DAY.

## DECLARATION OF LONDON.

The only Articles of this Declaration which with the exception of Article 35, are of real importance in that they differ from the principles hitherto adopted by Great Britain, are Articles 24, 33, 34 and 49, which declare food-stuffs to be contraband of war, if they are consigned to a fortified place belonging to the enemy or other place serving as a base for the armed forces of the enemy; and admit the right of a warship to destroy a captured neutral vessel if the warship is unable, without danger to her own safety, to take the captured vessel into port, or if the success of the operations which that warship may be engaged in at the time is likely to be endangered.

Great Britain has for many years past deprecated the making of food-stuffs contraband of war, unless such food-stuffs are, beyond all possibility of doubt, destined for the enemy's forces, and are consequently intended for the purposes of war. And with regard to the sinking of neutral vessels, Great Britain has always protested that this is unjustifiable.

The contention of Sir Edward Grey and other supporters of the Declaration is, apparently, that inasmuch as several of the great Naval Powers have insisted upon it that they have a right to declare food-stuffs to be absolute contraband of war, and that they have a right to sink neutral vessels carrying contraband, it is better for us to agree that food-stuffs may be declared contraband and that neutral vessels may be destroyed, under certain circumstances, rather than to leave those Powers in the same position as heretofore. To put it in another way—the supporters of the Declaration say that as Great Britain cannot get the others to agree that what we consider to be wrong is wrong, it is better for us to get some concession from them by ourselves agreeing that what we consider to be wrong is only partly wrong, and so inducing them to agree that what they have considered to be right is only partly right.

But it has to be considered whether the concession obtained from the other Powers is sufficient to compensate us for so abandoning our principles, or whether it is in fact any real concession at all. It has already been pointed out by many persons, on behalf of large institutions in the Kingdom, that Great Britain is the only country in the world which is dependent upon other countries for her food-stuffs, and is the only country (except Japan) to which such food-stuffs must necessarily be brought by sea. Every other country is able to obtain her supplies overland from an adjoining country unless actually at war with that particular country. In the event of Great Britain being at war, practically every port of any size in the Kingdom would serve as a base for the armed forces, at any rate every port would be considered by the enemy to serve as such a base. Sir Edward Grey denies this, and has said (through Mr. Langley), that "it is evident that the fact that a port is connected by rail or canal with a recognised naval base cannot be held to render that port in itself a base of supply, since such a definition would practically cover all ports in all countries, with the result that Articles 33 and 34 of the Declaration would be meaningless, and the qualifications and limitations they impose void of any object." But, in so stating, he apparently forgot that the wording of the Declaration does not refer to a "recognised naval base," nor to a naval base at all, but to any place serving as a base for armed forces, whether naval or military. A small port such as Salcombe in South Devon is not a naval base, but it is undoubtedly a place which may well serve as a base for armed forces, as it is also a place from whence supplies could speedily be sent overland to Plymouth. No one can have any doubt whatsoever that every port in the United Kingdom would be regarded by an enemy of Great Britain as serving as a base for armed forces, if it were desired to starve our country into submission. It is easy to say that Articles 33 and 34 are to be read together, and that therefore only such food-stuffs as are actually destined for the use of armed forces are contraband; but Article 34 expressly provides that food-stuffs which are either consigned to a fortified place, or to any other place serving as a base for armed forces, are presumed to be destined for the use of the latter, and the onus of proof (as Sir Edward Grey himself states) that they are not so destined is on the owners of the ship captured. Even if those owners could eventually satisfy such onus (which it would be exceedingly difficult for them to do, having regard to the fact that, in case of war, and particularly in the case of a threatened invasion of England, armed forces would be stationed at, or in the near vicinity of, every port), consolation would it be to the country generally if the owners were finally compensated for the loss of their ship by an order of the International Prize Court! And it certainly cannot be supposed that an enemy's war ship capturing a neutral vessel carrying food-stuffs to England, would hesitate to de-

## Murder of a Stewardess.

An officer has been sent from Scotland Yard to meet the s.s. China at Plymouth to arrest a sailor, whom the captain has placed in custody, in connection with the alleged murder of Miss Alice Brewster, a stewardess, on board the vessel.

The tragedy occurred on June 11, when the China, which was proceeding from Australia, was near Colombo. Miss Brewster is a native of Little Canfield, Essex, and had intended retiring shortly. The victim was buried at sea.

## Shop-Gazing.

A shop-coolie came over from Yunnati last night into Hongkong for the purpose of doing some shopping. He made a purchase of a tin of biscuits and some others not so packed. He put them in his basket and in his journeys stopped outside a shop in Hollywood Road to gaze at the goods displayed. As he did so he put his basket on the ground and when he had finished his stay, dropped his hand to pick up the biscuits. They were conspicuous by their absence and the coolie is the loser to the extent of \$4.50.

## Boxing at Hippodrome Circus.

The semi-final boxing contest took place at the Hippodrome Circus last evening in the presence of a large audience. Seaman Tover of the Submarine 37 drew a by. After 3 well contested rounds, Corporal Scruton, K.O.Y.L.I., beat Gunner MacCle. To-night the final will be fought between Corporal Scruton and Seaman Tover. In view of the excellent condition shown by both the contestants, the fight is sure to be an exciting one. The public should take the opportunity to be present at the fight this evening. The winner will be presented with a handsome trophy.

## New Ordinances.

H. E. the Governor has given his assent, in the name and on behalf of the King, to the following Ordinances passed by the Legislative Council:—An Ordinance to amend the Private Vehicles Licensing Ordinance, 1895, and an Ordinance to authorize the appropriation of a supplementary sum of four hundred and thirty-eight thousand nine hundred and nine Dollars and ninety-three Cents, to defray the charges of the year 1910.

Miss Parker, late of Miss Fairall's, leaves to-day for home.

## The Victoria Theatre.

On Monday at the Victoria Theatre Mr. Frank Melrose makes his first appearance in Hongkong.

## A Drosky Wedding.

The quaint spectacle of a drosky wedding was witnessed recently in London. An interesting description of the ceremony appears on p. 3.

## International Polo.

After two heroic struggles between America and England, the former have retained their right to the International Polo Cup. Some interesting comments on the international polo conditions will be found on our 3rd page.

## The Duke of Connaught's Statue.

Very slow progress is being made with the transference of the Duke of Connaught's Statue on to another pedestal, as mentioned in our columns last week. The scaffolding has been erected for some days past, but the work appears to go no further.

## Des Vaux Road.

There are some spots in Des Vaux Road that are now in an excellent condition. Where repairs have been made to the permanent way, the concrete, filling up the holes made, comes up quite flush with the level of the lines. This part of the job has been done in a workmanlike manner, and it only remains for the rest of the road to be treated in the same way.

## Typhoon Warning.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 9 p.m. July 21, 1911:—"Depression northern part of China Sea. Cyclone or typhoon E. of Northern Luzon, less than 300 miles distant filling up. Cyclone or typhoon W. of Northern Iadrone or Mari-And Islands, inclining northward.

## His Majesty's Mails.

When His Majesty's mails are landed in Hongkong they have always before been brought alongside in a P. O. launch proudly flying the Blue Colonial Ensign. Last night, however, after the s.s. Assaye arrived, they were brought ashore under the "Hongkong Hotel Ensign" on the Hotel launch. It seems that somehow or other for once, the P. O. launch Despatch failed to be up to time when the mail steamer arrived, so the Hotel representative in charge of the Hotel launch offered the waiting P. O. officials deck room for the arrival on his craft. This was accepted gratefully and so there was no delay consequently in delivery of the mail.

## Garrison Orders.

The following N.C.O.s and men have been awarded acting school-muster's certificates as the result of the examination held in May:—A/Br. O. Warrington, R.G.A., Gor. R. J. Wilton, R.G.A., Sergt. G. Bolton, 1st K.O.Y.L.I., and Corp. E. J. Smith, 1st K.O.Y.L.I.

Leave of absence, on private affairs, to the neighbouring countries, has been granted to Captain D. Crawford, R.G.A., from 31st July to 30th September, 1911, inclusivo.

Detail of officers for the ensuing week:—Field Officer for the week, and Visitor, Detention Barrack.—Capt. F. L. D. Jarrad, 126th Baluchistan Infantry. Next for Duty.—Captain T. M. Wakefield, H.K.S.B., R.G.A. To furnish night guard at Kowloon Military Hospital during ensuing week, 126th Baluchistan Infantry.

## The Typhoon.

Where is this typhoon? This year it would seem that the nearer they come the finer the weather becomes.

Some days after the last scare the weather broke and we were treated to both wind and rain, whilst, during the "approach," when we expected to suffer, it was beautifully fine!

## Canton-Kowloon Railway.

Rapid progress is now being made on the Canton Branch of this line, the Management of the British Section is anxiously awaiting the completion of the Canton connecting link which it is expected will be opened for traffic in October next; when the reception on the Kowloon Section should be greatly increased.

What is wanted is the erection of a leading light on Kowloon Island situated at the Capsuimun Pass, the absence of which light is

## PROPOSED CAPSUIMUN LIGHT.

## [SPECIAL ARTICLE]

A little while ago a correspondent who used the writing name of "British Sailor" made a justifiably direct attack upon the Hongkong Government with regard to their dilatoriness in keeping the promise which they made some three years ago, to improve the shipping lights in Capsuimun Pass. Our correspondent was not alone in voicing the opinion that the local authorities were to blame in this matter. The views that he then expressed were concretely the views held by all the ship's officers and pilots who have to use the Pass in the course of every-day traffic. And their name, if not legion, is not few.

Hongkong's prosperity as a port depends mostly upon its entrepreneurial capabilities. Its alleged superiority above the ports of the world is a matter of figures. In reality it does not compare with Liverpool or Glasgow so far as its ocean-going shipping is concerned. Compared

in the same light with the Port of London or New York it is eclipsed. Its daily tonnage clearances are made up by river ferries so-called. And that just brings us back to the point that Hongkong's port prosperity depends almost entirely upon its capacity for dealing, as a distribution agent, with the goods which are sent here for local consumption, the word local, of course, implying Southern China. Hence we have, above all things, to look to the welfare of our local traffic. Are we doing so? The answer cannot but be in the negative. In various ways our local shipping is not treated on an equity. Foreign steamers making use of the privileges of the port enjoy greater advantages than we do in the matter of clearances with cargo up the river. But to put apart for a moment all these considerations, the most palpable shortcoming of the Hongkong Government in its treatment of harbour affairs is to be found in its want of faith in carrying out to a fulfilment its promise that the marine lights in Capsuimun Pass would shortly be put in order.

Capsuimun is a dangerous passage, narrow and treacherous with swift running tides. The Capsuimun is used at all hours of the night in all kinds of weather by a great number of the river steamers, the traffic of which makes up The Backbone of our Colony's prosperity. The ordinary shoreman would naturally suppose that in such circumstances the Government would pay sufficient attention to the safe navigation of the narrow waterway—the gateway to Canton. During the first quarter of the present year, 7,904 vessels entered Canton, representing a tonnage of 679,127 tons. During the quarter the number of vessels which cleared from the port was 7,939. The total of vessels clearing during the quarter included 6,978 inland water steamers, besides heavy tonnage in the great number of native sailing craft using this channel.

Yet, notwithstanding all this volume of trade, we find that the Government has utterly ignored, or at least dilatorily disregarded, the outcry of the shipping companies for a placement of Proper Lights in the vicinity of Capsuimun. A Government apologist wrote in our columns recently that the Public Works Department was taking action in the matter and had actually decided upon site for the new, promised light. It was promised about three years ago. And, verily, the Government have been pleased to survey the site. We all know the difficulties under which our worthy Director of Works has to suffer, what with reference to head quarters, to the Crown Agents or to the Colonial Office in London, but surely there is something "rotten in the State of Denmark" when an important work of this description has to await the approval of Downing Street whilst local votes are passed without comment for other less important matters.

The Ministry requests H. E. the Vicerey to instruct the Director of the Promotion of Industries jointly to consider the scheme with the Provincial Educational Commissioner and to submit regulations governing the running of the college to the Ministry for consideration and approval.

Held by Mariners, as having been responsible for the loss of the s.s. Powan, with many lives, and the grounding of many vessels near its approach. As our correspondent pointed out in his communication of June 17, the absence of proper lights at the harbour end of Capsuimun has been a long standing grievance amongst the shipping community. The single light at Ma Wan is not sufficient. Vessels do not pick it up until almost abreast Kap Sing Island, which is four and a half miles from the Fairway Buoy. From Kap Sing, the dangerous Bunsuishi Rocks lie one mile distant, bearing S. by E., 1-4 E.

The distance between Kap Sing and the Bunsuishi Rocks is only one mile, which does not leave a very wide margin when the weather is stormy and the light bad. After the Powan disaster, the Government gave a promise that the needed light would be constructed in due course. But there is not the least sign of it yet. The statement regarding the Powan is untrue, as she struck on the extreme Eastern end of Lantau Island.

The Chairman of the Hongkong, Canton and Macao Steamship Company, in his speech at the meeting of that Company held on the 10th of February, said:

"Our day service steamers, which never have an opportunity of seeing the lights, are taxed with all other vessels in the river trade 5-6, of no cent per ton for every daily entrance into the waters of the Colony, which must be considered a very heavy tax, especially as we cannot get a small light erected on Kap-Sing Island, where most needed for the safer navigation of our vessels, at a possible cost of, say, \$1,000. We have asked for more light and, in reply to our earnest request, the Harbour Master offers us stone and a bucket of white wash! The Government should take unto themselves the ancient procept: "Deeds, not words!" Light, not stone and white wash!"

## MR. HOOPER RESIGNS SANITARY BOARD.

Our readers will regret to hear that Mr. A. Shelton Hooper, who has served the public so long, intelligently and faithfully as a member of the Sanitary Board, has resigned his seat, and will no longer represent the public as a member of that august body, should His Excellency the Governor, in whose hands Mr. Hooper's resignation has been placed, accept the same.

The community will thus lose the services of an energetic and earnest worker in all matters appertaining to sanitation.

Mr. Hooper's absence from the Board will be a distinct loss and we regret to hear—as will many others—that he has taken this step, which is clearly traceable to the proceedings of the last meeting of the Board held on Tuesday, the 18th instant.

We trust his place may be filled by one equally well qualified, and as fearless and painstaking as he has proven himself to be. We will await with interest the finding and appointment of such an one.

## PROPOSED MINING COLLEGE.

THE "TELEGRAPH" CORRESPONDENT, Canton, July 21.

H. E. the Canton Vicerey is in receipt of a despatch from the Ministry of Agriculture, Industry and Commerce regarding the proposed establishment of a mining college. The despatch says that many foreign nations owe their prosperity to the existence of mining resources.

Although China possesses enormous mineral resources, she is lacking in mining experts to explore the fields for her. It is on this account that the establishment of a mining college to turn out students with a knowledge of mining is a great necessity.

The Ministry requests H. E. the Vicerey to instruct the Director of the Promotion of Industries jointly to consider the scheme with the Provincial Educational Commissioner and to submit regulations governing the running of the college to the Ministry for consideration and approval.

REUTER'S  
TELEGRAMS.

## HOME POLITICS.

THE PARLIAMENT BILL  
[SERVICE TO THE "TELEGRAPH"]

London, July 21, 8.40 a.m.

Lord Lansdowne's reference to  
"freightants," in his speech on the  
third reading of the Parliament

Bill in the House of Lords, is interpreted as an intention ultimately to yield.

The "Daily Graphic" expresses the belief that Lord Lansdowne will support the Government, if Lord Halsbury and Lord Willoughby de Broke press their resistance when the Bill is returned from the House of Commons.

## CABINET MEETING.

London, July 22, 1.15 a.m.

The Cabinet considered the situation after a conference between Right Hon. H. H. Asquith (the Premier) and the Master of Eltham (Chief Liberal Whip).

KING SAYS MUST FOLLOW  
PREMIER'S ADVICE.

London, July 22, 7.15 a.m.

A meeting of Lord Lansdowne's supporters was summoned to Lansdowne's House, at which some one hundred and fifty Unionists attended. The proceedings were held in private, but it is understood that the leaders deprecated the carrying of matters to extremes.

A letter was read from the Prime Minister addressed to Mr. A. J. Balfour, the Leader of the Opposition, stating that Mr. Asquith thought it courteous and right to let him know that the Government were unable to accept the Lords' amendments.

If necessary he would advise His Majesty the King to exercise his prerogative to secure the passing of the Bill into law substantially as it left the Commons.

His Majesty had signified that he would consider it his duty to act on that advice.

The meeting arrived at no decision.

Previous to this there had been a meeting of Unionists at Mr. Balfour's residence, those present including Lord Lansdowne, Lord Selborne, Lord Salisbury, Mr. Austin Chamberlain, Mr. G. Wyndham and Mr. Bonar Law.

## BY-ELECTION AT LUTON.

London, July 22, 1.15 a.m.

The result of the by-election at Luton was as follows:

C. Harnsworth (L.) 7610  
Hickman ..... (O.) 7000

Liberal majority 613

## HONGKONG PHILHARMONIC SOCIETY.

## Annual Meeting.

The annual meeting of the Hongkong Philharmonic Society was held at the City Hall at 5.30 p.m. yesterday. There was a sparse attendance of members, which was, no doubt, due to the inclement weather. Commodore C. J. Eyres, R.N., took the chair, while Mr. E. Marshall Wood discharged the Secretarial duties.

The minutes of the last meeting having been read by the Secretary, the President proposed the adoption of the report and accounts. Carried.

The President stated that the statistics showed that the Society was in a flourishing condition. The affairs of the Society, he was glad to say, were satisfactory. The Society had finished a period of nine years of continuous life. Before that they had a short life and at one time there was a period of suspended animation (Laughter). The Society was now going strong. That was largely due to the individual efforts of a few members. A Society like that in a community of limited numbers like Hongkong could only be kept alive by putting life into their instruments. He thought that every new resident in the Colony who possessed musical talents should be invited to join the Society. He would like to allude to the serious loss which had recently been sustained by the Society. He felt sensible of the honour done him in being appointed President of the Society, but at the same time he could not help pointing out to the loss to the Society by the departure of Sir Henry May.

Mr. Denman Fuller announced the selections for next season's concert. The chief item was a piece called "Song of the Western Men" by Beethoven and also "Cough and Grow" by Bishop, both the pieces being for chorus and orchestra. There would also be a Romance for piano and orchestra and a song cycle. He had undertaken the orchestration of certain works, which would all go to make an excellent concert.

In a place like Hongkong, there were no little difficulties in getting up a concert. Some members found that they had to attend dinner parties, while others wished to go to dances and so forth, which were all factors to be reckoned with.

The Secretary put a resolution to the meeting aiming at the establishment of a distinction between active and non-active members.

Mr. F. C. Barlow seconded. Carried.

The President remarked that the present strength of the Committee consisted of the Honorary Secretary and Treasurer and six members of Committee, with the President. Two of the Committee were retiring—Messrs. Hose and Earle.

By general support, the present members of the Committee were re-elected. The following four names were also added to the Committee:—Messrs. F. Austin, Ralph, H. F. Campbell and J. W. White.

The Secretary proposed a vote of thanks to the retiring officers, Messrs. Hose and Earle, which was received with acclamation.

After votes of thanks had been passed to the President and Mr. Denman Fuller, the meeting terminated.

Annual Report.

Following is the annual report of the Society. The Committee have pleasure in presenting their Annual Report for the Season 1910-1911.

The Membership of the Society steadily increases and now numbers 126; gratifying as this is, the Committee, however, feel that there are yet many residents in the Colony who might be induced to join, either as Vice-Presidents or as Subscribing or Active Members, and the Committee earnestly ask for the co-operation of Members to this end.

The Society again gave two Concerts during the Season. The first was held in the Theatre Royal in December, the principal item being Elgar's "Banner of St. George," a work originally given by the Society in 1907. In the absence of Mr. Denman Fuller in England Mr. E. J. Chapman kindly acted as Conductor and the Committee wish to take this opportunity of thanking him for his services in this direction.

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The part of Queen's Road that has been treated with tar shows a decided improvement over the rest of the thoroughfare, especially during wet weather. During the rains of the week it has been possible to cross the street without materially soiling the boots.

SHAREBROKERS AND  
THEIR LIABILITIES.

There will appear in the columns of the "Telegraph" every Saturday, until concluded, a portion of an article entitled "The Rights, Duties and Liabilities of Sharebrokers." We venture to assert boldly, that this article will be read with avidity by all who may be interested in shares—and who is not?—either as speculators or as mere investors. This article should and will be preserved by many for future reference and use.

## FREIGHT CIRCULAR.

Hongkong, 22nd July. Chartering operations during the past fortnight have been on about the same lines as described in our last report, demand for tonnage was very light, in consequence of which rates in various directions have declined and there seems to be no immediate prospects of a change for the better.

Saigon-Hongkong rate remains at 8 cents, regular liners having very little to do.

Saigon-Philippines.—Except the fixtures of boats managed in the Philippines, enquiries for tonnage put on this market have led to the charters of three steamers at 29 cents per picul to Manila and Cebu.

Saigon-Java.—We have not heard of any fresh transactions.

Java-Hongkong.—The market continues very quiet with no inquiry whatever for "outside" tonnage.

Newchwang.—Only one charter has transpired at the reduced rate of 25 cents. Reports from Newchwang having reached here that prices for beans have gone up considerably, chartering operations are at a standstill since the last few days.

Coal freights for Japan have further weakened, owing to several large carriers offering in the market. There is however still a good demand.

Fixtures Reported:—Moj-Hongkong \$1.70-\$1.75 per ton, Wakamatzu-Saigon \$3.40-\$3.25 per ton, Wakamatzu-Canton \$2.00 per ton, Port Courbet-Swallow \$2.00-\$1.70 per ton, Haiphong-Canton \$2.00 per ton.

Timecharter.—A few vessels have been taken up on Timecharter for special trades, viz:—

S.S. "Manshu Maru" and S.S. "Macduff" for coal and/or cattle between Australia and the Philippines, S. S. "Mario" on the regular Saigon run, charter has been extended for further 12 months, and s.s. "Protos" is reported fixed up North.

Sales.—Norw. S. S. "Prosper" 924 net reg. tons has been sold to Russian buyers.

Salt Tonnage loading or to load. For Baltimore and New York. Brit. barque "Radiant" 1,840 tons net reg. October-November (Messrs. Siemens & Co.); Brit. barque "Eclipse" 2,900 tons net reg. July-October (Messrs. Arnhold, Karberg & Co.); Brit. barque "Arrow" 3,000 tons net reg. October-December (Messrs. Arnhold, Karberg & Co.).

LAMKE & ROGHI.

## COAL REPORT.

Canton, July 21.

As already reported in your columns, the Anti-Opium Medicine Farm was established in Canton on Sunday last. There was much agitation among the prepared opium dealers in Putshan, who regard the existence of the Farm as liable to disorganize their business.

Before the Farm was instituted, the prepared opium dealers could prepare opium after payment of a tax in exchange for the transit pass.

Now they are required to pay, besides, a fee for the supply of the anti-opium medicine to be mixed with the opium in course of preparation, and they have also to get the anti-opium medicine to mix with their old stock of prepared opium.

A meeting of their guild was convened some days ago to consider what are the best measures to be taken. The decision arrived at was that while willing to pay the fees for the supply of this anti-opium medicine for the opium not yet prepared, they would not pay the fees on the opium prepared before the existence of the farm.

The Tar Treatment.

The part of Queen's Road that has been treated with tar shows a decided improvement over the rest of the thoroughfare, especially during wet weather. During the rains of the week it has been possible to cross the street without materially soiling the boots.

AMERICAN AGRICULTURIST IN  
HONGKONG.

## HIGH PRAISE OF MILK SUPPLY.

Professor C. V. Piper, of the United States Department of Agriculture, Washington, D. C., was in Hongkong recently for a few days. He has been spending the last few months in the Philippine Islands investigating on behalf of his Government the matter of producing forage for the use of army horses all of which, at present, is imported from America or Australia.

By the use of Rhode's Grass he is confident that hay of a high quality can be produced cheaply in the Philippines. The preliminary experiments have been carried out under Professor Piper's direction, and have proved successful, and as a result, extensive plantings will be made next season.

He has also made a study of the water gardens so highly developed about Canton, and has sent a special report on the subject to his department at Washington.

A few months ago while in Hongkong Professor Piper visited the Dairy Farm Company's various properties and farms with all of which he was greatly pleased and speaks in very high praise of the results accomplished by this company. What he saw interested him greatly and he expressed himself as being anxious to make the farm the subject of a special and exhaustive report to his government, on the plant and methods in vogue in the numerous establishments operated by the Company. In his opinion this Company have completely solved the problem of fresh milk production in tropical countries and he sees no reason why the same methods should not find wide use throughout the tropics.

At the present time, the Hongkong Dairy Farm, he says, is one of the very few successful examples of such an enterprise, and may well be used as a model in other tropical regions.

Six months' residence in the East, though sufficient to give Professor Piper a comprehensive idea of many of the difficulties to be overcome in Eastern dairying, is not long enough to give one of even Professor Piper's high, scientific attainments and technical knowledge, as complete a grasp of the situation and acquaint him with the pitfalls ever present to ensnare the unwary dairyman of Far Eastern countries.

SUNDAY SERVICES.

St. John's Cathedral, Hongkong.—23rd July, 8th Sunday after Trinity. Holy Communion 8.15 a.m.; Matins 11 a.m. Responses, Ferial; Venite, Macfarren; Psalms, of the 23rd morning; Te Deum, Russell, Jones, Pyer, Boncictus, Barnby; Hymns, 260, 178 and 418; Preacher, The Bishop of Victoria. Evensong 5.45 p.m.; Responses, Ferial; Psalms, of the 23rd evening (1.); Magnificat, Nunc Dimittis, Mauder in D.; Anthem, "Love not the world"; Sullivan; Hymns, 550 and 17; Sevenfold Amen; Voluntary, Allegro (Sonata in G.) Elgar.

St. Andrew's Church, Kowloon.—23rd July, 8th Sunday after Trinity. Holy Communion at 8 a.m., Rev. W. Rogers; Morning Service at 11 a.m., Rev. W. Foster Pegg; Evening Service at 6 p.m.; Rev. A. C. Morison; Services on Sundays, Holy Communion on 1st, 2nd and 4th Sundays at 8 a.m.; Holy Communion on 3rd and 5th Sundays at noon; Morning Prayer at 11 a.m.; Evening Prayer at 6 p.m.

Garrison Divine Service will be conducted on Sunday next as follows:—

Church of England.—The Cathedral, 0.15 a.m.; Detention Barracks, 8.30 a.m.; Stonecutters, Barracks, under orders; Military Hospital, Bowen Road, 6 p.m.; Lyemun Barracks, under orders; St. Andrew's Church, 11 a.m.; Mount Austin, Barracks, under orders; Sanitarium Barracks, under orders; Baptist, Congregationalist, Presbyterian, Union Church, 11 a.m.; Wesleyan Church, 10.5 a.m.; Mount Austin, 9.5 a.m.; Roman Catholic: St. Joseph's Church, 10 a.m.; Kowloon, Rosary Church, 9 a.m.

WING KEE & CO.

47-49, Connaught Rd.

SHIPCHANDLERS.

PROVISION & COAL

MERCHANTS.

Hongkong, 23rd May, 1911. [890]

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SUPPLIES.

DEVELOPING, PRINTING AND

ENLARGING.

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THE "HUSSAR" COLLAR.

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In all depths from 1 1/2 in. to 3 in.

PERFECT FITTING.

THESE COLLARS are HAND

DRESSED assuring a per-

fect fit and a longer period

of wearing than machine

ironed.

THE "SUMMER DRINK."

CAN BE MIXED WITH WATER,

LEMONADE, SODA, &c., AND MAKES AN

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DRINK.

IT IS THE MOST POPULAR NON-

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

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"EMPEROR OF JAPAN" ... Sat., July 22. "ATLANTIC LINE" ..... Fri., Aug. 18.  
"EMPEROR OF CHINA" ... Sat., Aug. 12. "EMPEROR OF BRITAIN" ... Fri., Sept. 8.  
"EMPEROR OF INDIA" ... Sat., Sept. 2. "ATLANTIC LINE" ..... Fri., Sept. 29.  
"MONTEGO" ..... Tues., Oct. 12. ....  
"EMPEROR OF JAPAN" ... Sat., Sept. 23. "EMPEROR OF IRELAND" ... Fri., Oct. 20.  
"EMPEROR OF CHINA" ... Sat., Oct. 11. "ATLANTIC LINE" ..... Fri., Nov. 10.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Montego" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

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Passengers booked to all the principal ports in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) ..... £71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

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R.M.S. "MONTEGO LINE" carries only "One Class" of Saloon Passengers (second Intermediate) the accommodation and comfort being excellent every way.

HONGKONG to LONDON, Intermediate, on Steamers, and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £13. Via New York £15.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

## (PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For Steamship On  
SHANGHAI ..... HANGSANG\* ..... Sunday, 23rd July, 12 p.m.  
TSIENTSIN v. SWATOW, TSIINGTAU, WEIHAI, CHEONGSHING\* Monday, 24th July, Noon.  
WEI & CHEFOO .....  
MANILA ..... LOONGSANG\* ..... Saturday, 29th July, 2 p.m.  
SHANGHAI, KOBE & FOOKSANG\* ..... Tuesday, 8th Aug., Noon.  
MOJI .....  
RETURN TOURS TO JAPAN, (Occupying 21 days).

The steamers "Kulang," "Nanlang" and "Fookang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Nanking.

Taking Cargo on Through Bills of Lading to Kulang, Laih, Dantai, Simporna, Tawau, Usukan, Jesselton and Labuan.

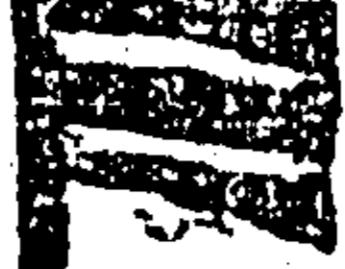
For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.  
Telephone No. 215. General Manager.

Hongkong, 22nd July, 1911.

## Shipping—Steamers

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION

## DESTINATIONS. STEAMERS. SAILING DATES, 1911

MARSEILLE, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID, KUMANO MARU, Capt. F. E. Cope, Tons 9,000 { WEDNESDAY, 2nd Aug., at D'light.  
IYO MARU, Capt. R. Takeda, Tons 7,000 { WEDNESDAY, 16th Aug., at Daylight.  
HIRANO MARU, Capt. H. Fraser, T. 3,000 { WEDNESDAY, 8th Aug., at Daylight.

VICTORIA, B.C., & SEATTLE ... SADO MARU, SATURDAY, 12th & SEATTLE ... Capt. J. Richards, Tons 7,000 { Aug., from KOBE

VICTORIA, B.C., & SEATTLE via KELUNG, SINGAPORE, YAWATA MARU, TUESDAY, 15th Aug., at 1 p.m.  
HAI, MOJI, KOBÉ, INADA MARU, TUESDAY, 12th Sept., at 4 p.m.  
YOKOHAMA, SHIZUOKA & YOKOHAMA, Capt. S. Tomioka, Tons 7,000 { 1st Sept., at Noon.

SYDNEY & MELBOURNE, via MANILA, TUESDAY, 1st Aug., at Noon.  
MANILA, TUESDAY, 1st Aug., at Noon.  
YAWATA MARU, FRIDAY, 1st Sept., at Noon.  
TOWNSVILLE and BRISBANE, Capt. T. Skeene, Tons 5,000 { 1st Sept., at Noon.

KOBE & YOKO-HAMA, YAWATA MARU, TUESDAY, 1st Aug., at Noon.  
TANGO MARU, THURSDAY, 3rd Aug., at 11 A.M.

SHANGHAI, HAKATA MARU, WEDNESDAY, 2nd Aug., MOJI & KOBE, Capt. H. Nomura, Tons 7,000 { 2nd Aug.

BOMBAY via SINGAPORE & COLOMBO, BINGO MARU, TUESDAY, 26th July, Capt. S. J. G. Parsons, Tons 7,000 {

§ Fitted with new system of wireless telegraphy.

\* Carries deck passengers. † Calling at Djibouti.

## CHEAPEST SUMMER RATES

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## HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

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RETURN. RETURN. RETURN. RETURN.

1st Class ..... \$120 \$110 \$100 \$90  
2nd „ ..... \$ 80 \$ 70 \$ 60 \$50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets to be issued.

From Hongkong direct to Nagasaki 1 day, to Kobe 5 days, and to Yokohama 6 days.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUSUMOTO,  
Manager. [5]

CHINA NAVIGATION  
CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

For STEAMERS. To SAIL.

SHANGHAI ..... CHIENAN ..... 23rd July, 4 p.m.  
MANILA, CEBU & ILOILO, TEAN ..... 25th „ 4 p.m.

HAIPHONG ..... SINGAN ..... 27th „ 10 A.M.

SHANGHAI ..... LINAN ..... 27th „ 4 p.m.

SHANGHAI ..... CHINHUA ..... 29th „ M'night.

WEIHAIWEI & TIENTSIN ..... HUICHOW ..... 1st Aug., 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor is carried. REDUCED FARES. Cargo booked through all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin Screw Steamers "Tean" and "Taming," saloon accommodation amidstships; electric fan fitted; extra state-rooms on deck; saloon accommodation of ss. "Kaifong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chingha) with excellent passenger accommodation. Electric Light throughout and Electric Fan in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 34. Hongkong, 21st July, 1911. [9]

## Shipping—Steamers

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EAST ASIATIC SERVICE, Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marsailles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## Next Sailings from Hongkong :

OUTWARD.

For Shanghai, Kobo & Yokohama : For Havre, Bremen & Hamburg : S.S. "Spezia" ..... 2nd Aug.

S.S. "Austria" ..... 28th July For Havre & Hamburg : S.S. "Liberia" ..... 7th Aug.

„ Alesia ..... 9th Aug. For Rotterdam & Hamburg : S.S. "Segovia" ..... 12th Aug.

„ Freicouf ..... 25th Aug. For Havre, Hamburg & Antwerp : S.S. "Saxonia" ..... 17th Aug.

„ Suavia ..... 6th Sept. For Marseilles, Havre & Hamburg : S.S. "Sili sia" ..... 21st Aug.

„ Sachsen ..... 20th Sept. For Further Particulars, apply to Hamburg-Amerika Linie, Hongkong Office.

[956]

## HONGKONG—PHILIPPINES.

## PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 1st July, 4 p.m.
ZAFIRO	4000	M. C. Smith	MANILA, CEBU & ILOILO	THURSDAY, 10th Aug., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOME & CO.  
GENERAL MANAGERS.

Hongkong, 22nd July, 1911. [14]

## A. R. MARTY.

## HONGKONG-HOIHOW-HAIPHONG-PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
A. R. MARTY,				24, Des Voeux Road.

Telephone 118. Hongkong, 12th June, 1911. [1093]

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LIMITED.

## Mail Service to Australia.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS	28th July	Saturday, Aug. 19.
EASTERN	26th Aug.	Sept. 16.
ALDENHILL	8th Sept.	Sept. 30.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Steward are carried.

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## UNIVERSAL PEACE.

## WOMAN AND THE CAUSE OF PEACE.

(Continued from last Saturday.)

Every autocratic government fears woman and her influence. The General, and as a result the Sovereign, sees in her an element of danger. This distrust spreads from high to low. "Cherechez la femme!" She is the obstacle which autocracy always seeks, and sometimes finds, in its path. How can the absolute power of a Pope, a Sultan or a Napoleon, which requires each man to a limp chattel—absolutely without volition for himself or for his own—how, in a word, can reasons of State be reconciled with the intangible resistance of woman, as she defends the spirit of family, of child, of home?

No good General on campaign has ever wished his soldiers to be laying up money and thus bearing witness to their desire for long life, and so the best soldier has too often been the most disreputable citizen. To say nothing of the language of the camp and the manners of the barracks, this explains the deliberate scorn with which military fanatics have always looked down with which military fanatics have always looked down upon woman. In the exaltation of mysticism or ambition the first step is, invariably to thrust aside, as worthless, the woman, the child and the family. Under such a regime there are no jokes too brutal to be aimed at the head of a family or at family virtues, and thus, indirectly, at woman herself. No governmental tyranny, no policy of exploitation and conquest is conceivable in a country where woman is free and untrammelled, and hence the need of a policy of keeping her silently in the background, instead of giving her her opportunity. Let her be obedient and not meddle. This is her first duty. In the Orient, in Italy, in Spain, the traditions of the Roman Empire and the Roman Church impose this duty on her. In France we have in addition the traditions of Louis XIV and Napoleon. In those days of the wet-nurse, the boarding school and the barracks, everything in our French education separates the son from his mother and his family. Think of what used to become of a boy after seven years of obligatory military service!

Our literature, in its folly, bears witness that woman is the real obstacle to the spirit of conquest, lamentations about the anti-military spirit in France are being dinned into our ears. Men seem really willing to regard this as a new produce, one of the wretched fruits of the republican regime. This is not so. The talk about anti-militarism is louder here than elsewhere, as is that about all similar difficulties. Our regime of free discussion has its drawbacks as well as its advantages. There is as much anti-militarism—indeed there is more, in Germany, in England, in Russia. It has nothing to do with the form of government. To a greater or less degree it has always existed everywhere. Its existence does not lessen in any degree the certainty that every Frenchman and every Frenchwoman would rise, as they did in the Revolution, to defend the soil and the liberties of the nation, just as every woman would gladly die in the defense of her child; violence calls out violence and revolt. There is no great need for elaborate phrases to affirm this nor for extraordinary insight to understand it, if one knows France. It is because this is so that the overwhelming majority of the people, reluctant to carry to others a war which they would reply at home, have no desire for new imperial war, or campaigns of conquest. The doctrine of republican France is to defend its own if necessary, but not to attack. This is the national sentiment, which our women fully share with our men. On this point their accord is definite and complete. Such accord is the natural state of things in a civilized country; formerly it was feared all the more on that account.

It is true that the common people could not be prevented from thinking of these matters as women do, but they have had their mind diverted; and then they had no real voice about the matter.

But woman, there was the source of danger! No one has ever stated the case more clearly than Corneille. Where can one find a woman speaking more dangerously than Sabina as she realizes the life and death struggle between the Horatii and the Curia, or words more violently anti-patriotic than those of Camilla! Sabina before the conflict exclaims:

"Je suis Romaine, helas! puisque Horace est Romain. . . . But her tears are for the vanquished and her hate for the victors. And how does Camilla welcome her victorious brother?

"Rome, punique objet de mon ressentiment,

Rome, enfin, que je hais . . . Puissent tous ses vassus ensemble conjurer Saper ses fondements encor mal assurés!!

Voir le dernier Romain, un dernier soupir. Moi seule en être cause et mourir de plaisir!"

There are no more familiar lines in our literature. Camilla forgets everything—her parents, her childhood home, because the fortunes of war are with her brother, and her lover is carried off. Hear how she cries out against the army, against the State, and remember that she paid with her life for her outbreak:

"Ainsi receive un châtiement soudain. Quiconque ose pleurer un ennemi ronin!"

Camilla was as much of a pacifist, of an anti-patriot, as it is possible to conceive, and she was born in the reign of Louis XIV. She is the child not merely of the genius of Corneille, but of the very heart of Humanity. As a daughter, a sister, a lover, a wife, in a word, as woman, it is her mission, throughout the ages, when ignorance or statecraft sets men one against another, to bring them together again. By her ceaseless effort, by her doubtful success, she shows that no Reasons of State can prevail against the laws of nature.

A woman married a man from another land; some unforeseen diplomatic complication makes this man her enemy, or at any rate, the enemy of her country. Her own husband and her children take up arms against her own father and brother. They leave her present home, intent on burning the home in which she was born, to spread bitterness and pain in payment for the happiness, for the life itself, which she has given them. In such a situation will she be asked to-day, as she has been asked for centuries, to stand at one side, unfeeling, resigned, and powerless? No; with all the conflicting forces of justice soon to be reunited in her—all the force of her love as a wife, a daughter, a sister, a mother, who will cry out in protest. And let no one say, "It is her own fault; why did she marry a foreigner?" Has not many a sovereign set her the example, and, for the sake of a throne, given up fatherland and religion? To-day Camilla lives elsewhere than in the theatre and in the memory. Her name is legion. Her enemies should be on their guard. It is particularly among women that the solidarity of which I spoke a moment ago can be felt and Camilla's outcry is its living expression, no matter what her country may be. To-day Camilla's bitter words do not fall on the unlistening ear of the Court; they go straight to the heart of the people. They are recited by the children at school. Without our realizing it, they pass from house to house. They give pause, they enter into men's spirits, while the militarists of to-day think they are doing all that is necessary in silencing outbreaks much less dangerous to the cause. No matter what her public attitude, every woman is now asking herself whether any Reason of State can be worth the sacrifice of what she holds most dear in the world. In other words—love, pity, the weakness of the many, all those reasons which reason herself understands not, are arrayed against the so-called Reasons of State.

The influence of women to-day is spreading, as is that of the common people—as are the influences of music, art, science, which like that of woman, are crossing intangible and universal

sal. Disregarding a few pre-ences ridiculous, dolls, caricatures,—these are inevitable and negligible,—this influence of woman is constantly working secretly against war, as Jeanne d'Arc worked openly.

This, I repeat, is one of the reasons why the influence of woman has always been antagonized; why it is antagonized to-day, and will be for years to come, by every means, not only legislative and public, but by the most hypocritical and the very lowest, even by corruption.

It is not enough to dominate a woman, to take advantage of her, to thrust her to the second place. The way to reduce her to absolute powerlessness and to take from her the right and even the desire to protest, is to bury her under flowers, to dobbago her. Of course, this corruption is encouraged by all those who profit by it, beginning with the rich men's sons who must have their fling. Those must sow their wild oats, but we must not forget that some youth is having its fling at the cost of other youth. Thus there is developed a whole more or less unconscious system of corruption working from above down, from those who ought to be furnishing a better example. There is actually a business of pornography through which large corporations are enriching themselves, just as in every country the city, or the State itself, waxes rich from alcohol. We preach abstinence, and we denounce the poison, but we sell it.

Naturally it is the children of the poor and defenseless who are the victims, not those of the rich and protected. Young girls hardly more than children, fall by millions into the net which is spread forth to catch them. At the doors of the kitchen and the workshop they are greeted by a special type of illustrated literature designed to emphasize their isolation and unhappiness, for the sole purpose of turning them from honest lives. And this is possible because of the indifference of respectable women, who sit at home, and of the public at large, who know nothing about it. And still people are astonished when in revenge some of those wretched creatures, before being cast aside as spoiled food and swept into the stream of oblivion, have incited the "Apaches" against the "Bourgeois."

Up to the present the women have not been able—have not wished or have not known how—to organize themselves in their own defense. Their failure to do has naturally encouraged man in his error, but that the time is soon coming when the march of events will bring the women together is certain. Far from being an anarchic element in our society, the influence of woman would prove to be its safety, as it is now the safety of the family. In my own life I have several times started on the wrong track; I spent seven idle years in college, and other mistakes followed as the years went on. My education has been made and made over by my widowed mother, by my sisters, by my wife. One day I said this to some friends in America and they added, "Wait until it is completed by your daughters." It is woman who teaches us mainly courage, the courage which smiles in misfortune and persists until death itself. It is woman who teaches us real control, not that which we impose on others, but that which we accept ourselves.

Let us be humane, it is the best service we can render our country. Let us be gentle with the weak. This should be our point of honour; it is the real patriotism and the most sensible, for it is the only one from which sooner or later our land is sure to reap the fruits. To do anything else is to be barbarous. The future of our country, whatever it may be, depends upon our respect of the rights of others, the rights of the feeble as well as those of the strong.

Just so long as respect for women, respect for children and for the people at large is not in our hearts, just so long, in a word, as we lack the sense of national and personal justice, international justice will be but a dream broken by bloody awakenings.

Peace can come from but a single victory—that we gain over ourselves. D'Estournelles de

## POKER.

Hipple's Conscience Proves Too Tender for Poker Playing and He Meets With a Violent Death.

"They is a slow o' people in this here world, said old man Greenhut, as is too blame conshonious fr any reasonable purpose. The way I look at it, a man's conscience is give to him, same as his other fac'lties, for to help him along in the world.

"The way I look at it, there ain't no one thing 't a conscience nor is it to see 't everybody gets what rightly belongs to him. 'N' it's every man's duty for to git his own. Stands to reason, tain't no part of any man's business for to be lookin' out 't other folks gets what's comin' to them. 'F they can't look out for it their own-selves, tain't comin' to 'em.

"Nigh hand to where I lived to Mississippi afore I took to the river, there was a feller I grew up with I didn't had an old man 't took a heap o' pains eddientin' of him. I never seen a boy as well brought up as Bill Hippie was. Peared like the old man would never let up on him. Licked him day an' night, an' when he hadn't done nothin' out o' the way th' old man 'd kick him fr fear he would do sompin'.

"There was some thought he was overdoin' of it, 'n' the preacher I lived in the next house to old man Hippie used to argy with him. 'Brother Hippie,' he'd say, 'you'd ought for to take thought o' that boy's futur'. If you go on lickin' the stuslin' outer him the way you do, you'll break his spirit. An' besides, he says, it's most mighty annoyin' to the neighbours for to hear him yell the way he does."

## Disagrees With the Preacher.

"There was one thing to be said 'fr old man Hippie. He sure was pious, 'n' there wain't nothin' further I'm his mind 'n' to speak dis-"

respectful to a preacher, so he listened, quiet, an' didn't get mad. But he shook his head, an' he says: 'I reckon you're wrong about breakin' his spirit, Bro-

ther Sniffin'.'

"But all that's neither here nor there, 'ceptin' as showin' how thorough Bill Hippie was educated.

"He'd shoot a pin outer a pincushion at twenty yards with a revolver, an' he was the best man in Mississippi in a rough and tumble when he was 21. He al'ays had his weepin' in order. He told me once that the worst lickin' his dad ever gave him was for lettin' his bowie knife get rusty. I never knewed him to put a drop o' water in his whisky, an' the old man had taught him to play poker 'fore he was 10 years old.

"Then, when he was 21, the old man give him a dollar an' turned him out on doors.

"Must ha' been all o' five year afore I seen him again, an' by that time I was runnin' th' bar on th' old Prairie Belle. T'was a boat I'm up North 'n' run it in St. Louis to Memphis. Bill Hippie come aboard at Cairo, goin' South, an' it didn't take two looks to tell 't he were a sure enough p'sessional by that time.

"He were dressed like the p'sessionals did, an' he had diamonds enough onto him for to feed chickens with.

"They was a pal o' his travelin' with him, 't were as handsome dressed as Bill, but wain't half so good lookin'. He was some like lightnin', though, when it come to dealin' cards, an' him an Bill was playin' poker with three Texas drovers 'fore we was more'n a hour f'm Cairo.

"One o' them drovers—George Patton they called him—was consid'ble of a dabster himself in the matter of handlin' cards, an' 'wain't long afore he was watchin' Hammond—that was Hippie's pal—an' watchin' of him right sharp. I was lookin' on an' I seen Patton lookin' at the other two drovers, consid'ble intelligent like, while Hammond was dealin', but there wain't nothin' said—not just then, there wain't.

One Texan Came In.

"There mought ha' been somethin' to look at 'n' the deal, too, judgin' by the showdown. This here Patton were the age, an' he'd anted two dollars call five. Then one o' the other Texans—they was two brothers named Sweet—he come in, an' Hippie, he raised it five.

"That let the other Sweet out, but Hammond, he stayed an, looked at Patton some like he was expectin' for to see it raised again. But Patton he throwed his cards down, 'thouten a word an' Sweet he soon the raise, sayin' nothin', too. O' course, that closed the pot, an' I seen 't Hammond were consid'ble surprised.

"It was Sweet's first say, but

Sweet says he reckons he won't take none, an' Hippie says he don't think he c'n improve, so all's there was for Hammond to do was to help himself.

"Now, I hadn't been travelin' the river fr nothin', an' there wan't many stunts as the p'sessionals c'd do but what I known tol'able nigh what they was doin', an' I seen Hammond fumble the deck just a mite while he was sayin' he reckoned he'd take one card. He was sick, though,

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## WHY LONDON IS THE CENTRE.

When a visitor is taken over the Bank of England, after proper introduction, he is shown various interesting details in the business of the "Old Lady of Threadneedle Street."

There is a room where automatic machines weigh each goldpiece coming in from circulation, throwing out the light ones. In the printing room the prosperous Old Lady makes her banknotes, the lowest denomination being worth nearly twenty-five dollars. In her old note office she keeps those that have come back to the bank, for a period of five years, in case they are wanted in evidence. In another room the visitor is permitted to hold for a moment a bundle of notes worth a million sterling and to lift a sack of sovereigns. In the dividend office he sees where some thirty-five million dollars' interest on the British national debt is paid twice a year, the whole transaction being largely one of transferring credits from one set of books to another, little of the money actually leaving the bank.

Finally he is taken down to the bullion rooms where old-fashioned gratings guard the gold that is behind not merely the banking system of John Bull but in a sense behind that of the world. Here his guide civilly asks the visitor to take off his hat; and, with head respectfully uncovered, he is shown pigs of gold and great slabs of silver, and sees a scale that will accurately weigh either a postage stamp or a ton of bullion; it is said, and show a variation in the latter if a draft of cold air strikes it while on the platform.

People put different constructions upon this note of respect for the bullion. Some fancy the bank is taking precautions against the visitor carrying away a pig of sterling in his hat—the pig weighs twenty-eight pounds. Others jocularly say that in this, the very Temple of Mammon, bullion represents Mammon himself, as it were.

But the truth of the matter is something like this: The Old Lady was not born yesterday. In her youth business was done with gold and silver. To-day, however, it is done on exchange and credit. Last year the London clearing house handled seventy billion dollars in checks—the real money of England. Coin is only odd change. The business of the world is done on exchange and credit to such a degree nowadays that gold merely adjusts balances. A process for extracting gold from seawater might make it so plentiful that it would be demonetized forever and a new system be based wholly on exchange and credit—that is, ability, integrity, character.

Therefore, the Old Lady sees the prestige of bullion steadily waning; but, being British in her love for an old institution, she does her best to maintain respect for the bullion as long as possible. Hence the visitor is asked to take off his hat. Really he is assisting at a pious fraud.

**The Birth of the Bank of England.** It has been said that a bill of exchange on London is the one medium that always has a ready market in any part of the world, civilized or even uncivilized. An American cotton buyer in one of our Southern towns, perhaps many hundred miles from the seaboard, purchases several car-loads of the fleecy staple for a customer in Manchester, England. The railroad agent gives him a bill of lading when the cotton is loaded. Weeks must pass before the cotton reaches England by railroad and tramp steamer; but the American does not wait for his money. He draws up a bill of exchange on London in the name of his Manchester customer, payable in three months from that day, takes it with the bill of lading to his own bank and gets the price of his cotton in cash. Banks then pass these two pieces of paper along until they come—say, three weeks later—to London. A London bank gets the Manchester man to endorse the bill of exchange, signifying that he will pay the money when the day comes, still more than two months off. The bank then hands him the bill of lading and he gets his cotton on arrival. If he is unable to accept the bill the bank has the cotton and can sell it.

This is simple enough, but something a good deal more complex usually happens to a bill on London. The American cotton buyer always draws his bill in duplicate. No. 1 goes to London with the bill lading. No. 2, which is made to guard against loss of No. 1, can be indorsed with his own signature, signifying that he will pay the amount himself if necessary; and it is then put into circulation as a safe, convenient and highly desirable piece of international currency.

This second copy of the bill is a memorandum that an Englishman owes money to an American payable to London. The world at large is always owing London so much money that there will be firms in any country ready to buy this memorandum to pay some debt of their own in London. By using it they avoid shipping gold and so make their payment more conveniently and cheaply.

The bill travels around the world to reach London. First it goes to Havana, may be to pay for tobacco. Havana sends it to Paris to pay for millinery. Paris sends it to the Orient, and finally it comes home to London from South America, to pay dividends on British investments, and is duly met with cash by the Manchester man. Half a dozen nations have saved exchange through passing it along.

London is the only banking centre in the world that can perform such a feat in finance, because by reason of John Bull's vast trade with every country on earth, large or small, near or remote, London alone is able to clear the whole transaction.

John Bull laid the foundations of this mighty financial structure more than two hundred years ago. Back in the days of Charles I there were no banks, no trust companies, no safe-deposit vaults, no bonds or stocks, no Government consols. When a king wanted to make war he had to hustle for ready money—wars were always billed strictly net cash. Londoners who had gold, silver and family valuable took them to goldsmiths, who possessed strongrooms to keep their own valuable goods, and also deposited bullion in the Tower of London.

Charles I wanted money in a hurry. He sent down to the Tower and seized all the goldsmiths had there. He promised to pay it back—and did pay them eight per cent. interest; but from that day to this they have never seen the principal. When Charles II came to the throne the sum, then about six and a half million dollars, was organized into what ultimately became the British national debt—today more than three and a half billion dollars.

That made it difficult to raise public funds. Everybody hoarded. When William III wanted money for war the chancellor of the exchequer had to go about the city hat in hand with the lord mayor and borrow a thousand dollars from one merchant and five hundred from another.

Then a Scot came along with the idea of the Bank of England. Londoners rather resent this memory. They say the Scot's part in the business had been unduly magnified and that, anyway, he appears to have been a pirate before he turned up in London. However, he got together a syndicate that lent the Government six million dollars, and the Government gave in return the Bank of England's charter, which ended a monopoly of note-issuing and other profitable perquisites.

From that time Londoners had a safe place for their spare cash and there was ready capital not only for public use but for private enterprise. This has been the source of John Bull's financial strength—that, though other nations might have as much money stuck away in old strongboxes, where nobody could find it and put it to work, his money has been available in bank for two hundred years, ready to go on the job anywhere in the world. Moreover, he has multiplied its working energy by banknotes, bills of exchange, checks and discounting machinery. This availability and fluidity of his wealth gave him the means of developing his wonderful industrial system, as inventors came along and perfected spinning and weaving machinery, the steamboat and railway, and so forth.

## London the Place for Big Borrowing.

John Bull led the way of material progress. His fluid capital enabled him, also, to invest money at good interest in the industries of other countries. For half a century he has been the world's financial uncle and will probably continue the relationship for a long time to come.

London deals in money just as it does in any other staple. The bankclerk there dips a brass scoop into a tray full of goldpieces and weighs out the sum wanted instead of counting it. Sovereigns are shovelled out to the customer like so much sugar. London banks are as plain and mercantile in their appearance as our big drygoods jobbing houses; and the Bank of England itself has a staid dignity in most startling contrast with our ornate financial institutions. John Bull feels that concessions are unnecessary—whosoever has a project to finance, sell or borrow on is certain to come to London.

Last fall the first ocean steamship launched by a great Canadian railroad system sailed to the Dominion on her maiden voyage. It carried the road's financial man and forty million dollars of London money for Canadian investment. During ten years past this Canadian promoter has made at least an annual visit to London, bringing back tens of millions from the great reservoir of capital there.

Several years ago an American promoter secured a valuable concession from the Mexican Government and went to New York to finance it. After six months' discouraging efforts to sell the securities he went over to London and dipped into the same reservoir. London took his securities in a few weeks.

During the summer of 1910 there was an interesting little flurry in Wall Street. A certain promoter found himself "overextended"; and one of our financial houses, it was said, eased the market by taking up some of his securities. It developed that this promoter, acting for a syndicate of London capitalists, had operated to control a line of our railroad from the Atlantic to the Pacific, and that he had been instrumental in placing hundreds of millions of dollars of London money in Mexico, Canada and South America. But for the accidental turn of the market against him, Wall Street might never have heard of him at all. He was dipping into the London reservoir too.

A Wall Street broker became greatly discouraged some years ago. When he bought his seat on the New York Stock Exchange, eight years before, stockbrokers were prosperous. Our big trusts had just been floated. The public speculated in their stocks and brokers made good profits; but since that time the big trusts had separated themselves from the good by failure to pay dividends. Good securities had got into investors' hands to a large extent; so there was less speculation. The public suspected Wall Street. The volume of business had shrunk so sadly that many brokers shut up shop and many more existed chiefly by taking in each other's washing. The business was not even respectable, for the male principal in every divorce suit or murder trial was invariably spoken of by the newspapers as "a wealthy Wall Street broker," just as every female principal was inevitably "a beautiful society leader."

So this New Yorker sold his seat and went over to London, where he set up as a promoter. The first thing he got hold of was a neat little office device of British invention. He dipped into the great reservoir of London money by organizing what is known as a "primary company." The capital stock was set at fifty thousand dollars and on each five-dollar share the subscribers paid in twenty-five cents. This gave two thousand five hundred dollars working capital with which to begin developing the invention, which was not yet mechanically perfect. When that was gone the subscribers were asked to pay another shilling a share. Before they had paid in the sixth shilling the device was ready, and on the market. Then a new company was floated, with several times as much capital, taking it over as that highly desirable thing in London, "a going concern"; and

the subscribers who had hazarded their shillings realized large prices for shares of their primary company.

Since then the ex-broker has made an excellent income developing other projects along the same line. It is through these primary companies that John Bull develops mines, plantations and properties all over the world. The ex-broker's clientele of investors is made up of people who put spare cash into his projects as he brings them to them. They understand that a given project may be either a success or a failure and ask simply that it be honestly managed. One bit of double-dealing would destroy his following, but an honest failure never. It is said that almost any business man with a rational project can form one of these primary companies in London, because the Britisher is always willing to take one chance. Good or bad news travels fast, for British people are linked up in groups and circles. Favourable results create a permanent investment following; unfavourable results kill confidence.

The London money market has four great tides yearly—January, April, July and October—when millions upon millions of dollars in dividends and interest from foreign, colonial and home investments are paid to British holders of securities.

If John Bull got an average of three per cent. from all the money he has invested the past twenty years it would amount to a ten-dollar bill yearly for every man, woman and child in the United Kingdom. Actually the total is far larger, for he has been investing for upward of sixty years—and three per cent. is a low yield.

(To be continued next Saturday.)

## A SHORT SERMON.

### What Makes a Life?

For a man's life consisteth not in the abundance of the things which he possesseth.—St. Luke, xii, 15.

"It is better to make a life than to make a living," once wrote a gilded and thoughtful American on the fly-leaf of a book he gave to a young man.

"I wish I could impress the truth of that statement on every young man who starts out to work his way," he added, as he handed the book to its present owner, who still keeps it among his treasures.

And, in a large and true sense, the message of Jesus Christ to all men in all ages is this:—"It is better to make a life than to make a living."

How is one to make the right sort of a life?

This big question faces each of us day after day,—for, like the returning seasons, the opportunity for making a life comes again and again. Of course, it is better to seize the earliest opportunity, for that will give more time for the perfecting of the work taken in hand. But, in this high matter of making a life, it is never too late to begin.

The penitent thief on the cross had only a few hours to live, yet he gained a promise of a place in paradise.

And in the making of a life, which should be ranked as the first and foremost duty of every Christian and every man, no matter what his religion, we must begin by rightly estimating the worth of the things for which we labour.

Now let the words of the Master ring in our ears and sink deep into our hearts.

"For a man's life consisteth not in the abundance of the things which he possesseth."

This is at variance with the world's teachings. From the pulpit and the platform we hear much about the ascendancy of character and the importance of seeking those things which both mind and body do not corrupt, but in the everyday working world, the poor and general failing off with enlargements exceeding half-plate size. Let it be understood the lens is an excellent magnifier and covers the plate

perfectly. It is true that many claim the 31-2 by 21-2 plate to be too small for pictorial value, but by the plate which is often recommended, that is to print on paper one size larger than the original (with mask), quite presentable pictures may result. For the amateur who takes a real interest in his hobby use a camera giving a picture which in size is sufficiently important to be interesting without enlargement for the best results.

**Size of Plates.**  
Workers who have adopted a certain size of plate are often very reluctant to change unless with a view to portability. It is remarkable how certain sizes are favoured for a season and then discarded. The introduction of the 5 by 4 plate from America some years ago brought it into prominence, and created a demand for two or three years, and then followed the post-card 5 1-2 by 3 1-2 plate, which only was favoured for a short season. The popularity of the pocket camera has brought the 1-4 plate into favour once again, and now the smaller sizes down to almost the dimensions of a postage stamp are all the rage. It is not only a cheap form of diminutive camera which is popular at the moment, but most perfect and exquisitely finished high-class expensive instruments. The possibilities of such cameras in the hands of the serious or careful worker cover quite a large field, but the small extra dimensions of the larger and more practicable sizes are to be recommended.

**Cameras at Popular Prices.**  
Possibly the very increased supply of small cameras at popular prices will stimulate an interest in the art of photography, and incidentally create many new enthusiasts who will be encouraged to go more deeply into the subject. Much may be said in favour of these tiny cameras, which are generally provided with very short focus lenses, few shutter speeds, and simple plate or film attachment, but when all things have been considered, unless a certain amount of skill in manipulation is adopted, the results worth consideration are few, offering very little encouragement to continue. Finally, as an inducement to friends and acquaintances who may wish to interest in our hobby, and who consider the larger cameras a burden or the few details required to be understood (in the higher grade shutters) too troublesome, perhaps the introduction of these simple and compact little cameras will serve a useful purpose. For the faithful adherent to photography proper the writer would strongly advocate nothing less than 3 1-2 by 2 1-2 or 1-4 plate for prevalence.

**CHILDREN'S CORNER.**  
**The Story of Snowbird.**

Once on a time long ago there dwelt on the shores of the Great Lake a very strong brave, who was called Brown Bear. He was one of the most thrifty men of his nation and his little family never went hungry because he was too lazy to hunt. He had a very pretty little wife, Snowbird, and a bright-eyed little papoose which he called "Pigeon" because of the soft, happy coo which was the only sound it made. Besides these there lived in his wigwam his old cross mother and a little Indian boy, whom he had adopted. They would all have been very happy, indeed, had it not been for Brown Bear's mother; but she was cross enough and wicked too to be used only for the purpose of indiscriminate snapshotting, but it is doubtful if the results are likely to be of much value, unless, of course, they are enlarged. Now, one does not wish to deprecate the possibilities of these little instruments, even in the hands of a novice, but the greater value of the large sizes, such as 3 1-2 by 2 1-2 plate or 1-4 plate should be urged.

**Necessity to Enlarge.**  
It is obvious that if we have to enlarge every picture it must necessarily mean a deal of trouble and extra expense. The writer possesses a very perfect little camera giving a picture 4 1-2 by 6 in., but after having made many

successful negatives interest has gradually diminished, doubtless owing to the small importance attached to such tiny pictures and the poor detail and general failing off with enlargements exceeding half-plate size. Let it be understood the lens is an excellent magnifier and covers the plate

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## LOG BOOK.

Captain Keith Resigns.

The "Japan Gazette" states that Captain Keith has resigned from the Nippon Yusen Kaisha service, and left for England by the trans-Siberian route. Captain Keith joined the N.Y.K. in the early nineties. During the China-Japan War he lost to take command of a transport in the service of the Hokkaido Tanka Kaisha, and for his service was decorated by the Japanese Government. After the war he rejoined the N.Y.K., being at one time in command of the Awa Maru on the European service, and later commanded the Totomi Maru on the coasting service.

## Spanish Ships in British Ports

The "London Gazette" of May 26 contains an Order in Council, which states that, as it appears to his Majesty that the tonnage regulations of the Act have been adopted by the Government of his Majesty the King of Spain and are now in force in that country, his Majesty is pleased by and with the advice of his Privy Council to order that the merchant ships of the said kingdom of Spain, the certificates of registry or other national papers of which are dated on or after April 1, 1910, should be deemed to be of the tonnage denoted in such certificates of registry or other national papers in the same manner to the same extent and for the same purposes as the tonnage denoted in the certificates of registry of a British ship is deemed to the tonnage of that ship.

## Salvage of the Preussen.

With reference to the reports published that the Preussen was to be brought into Dover in two halves, the company in charge of the salvage operations now state that such is not the case.

The contractors are now commencing to strip the vessel and will in course of time make a thorough examination and test in order to decide whether it will be practicable to attempt to refloat the hull and then bring her again in the Downs to make her fit to take into some port. Under any circumstances it is thought that no attempt to refloat will be made this summer.

## Shipping Companies Winding Up.

The "London Gazette" states that general meetings of the members of the under-mentioned companies—the Poltalloch Ship Co., Ltd., Falkirk Ship Co., Ltd., Durbridge Ship Co., Ltd., Crown of Germany Ship Co., Ltd., Dunysre Ship Co., Ltd., and the Black-brace Ship Co., Ltd., will be held at Billiter House, Billiter-street, London, on June 30 for the purpose of having an account laid before them showing the manner in which the winding-up has been conducted and the property of the companies disposed of, and of hearing any explanation that may be given by the liquidator.

According to a Montreal report the mail contract between Vancouver and Hongkong, hitherto held by the Canadian-Pacific Railway Co. and served by their well-known Empress steamers, has been awarded to the Inter-Colonial and Canadian Northern Railway Companies, who are planning a system of fast steamships in conjunction with the Blackwood Bay (Ireland) scheme.

## Tsungming Crossing.

Notice is given of the following changes in the buoyages of the Tsungming Crossing:—The Second Crossing gas-lit buoy has been discontinued. A gas-lit buoy, painted red, and to be known as the West Spit Buoy, has been moored in 16 feet of water at low water of spring tides, with Wanshaway Beacon bearing S. 73° 1' E., distant 2.0 miles. This buoy, surmounted by a triangular shape and painted black, to be known as the Second Crossing Buoy, has been placed in 14 feet of water at low water of spring tides, with Wanshaway Beacon bearing S. 60° E., distant 2.1 miles. These buoys should be passed at a distance of 1 cable, according to their colour. Caution: Vessels cannot steer a straight course between the East Entrance Gas-lit Buoy and the West Spit Gas-lit Buoy.

## Public Companies

THE HONGKONG LAND INVESTMENT &amp; AGENCY COMPANY, LTD.

**A** N INTERIM DIVIDEND of Three and a half Dollars per Share for the Six months ending 30th June, will be payable on SATURDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 20th July, to SATURDAY, the 22nd July (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 11th July, 1911. [1255]

THE WEST POINT BUILDING COMPANY, LIMITED.

**A** N INTERIM DIVIDEND of Two Dollars per Share for the Six months ending 30th June, will be payable on SATURDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 20th July, to SATURDAY, the 22nd July (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Investment & Agency Company, Limited.

General Agents for the West Point Building Company, Limited.

Hongkong, 11th July, 1911. [1256]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

**I** THE NINETIETH ORDINARY HALF-EARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 8th August, at 12 o'clock noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 8th August, both days inclusive.

By Order of the Board of Directors,  
W. E. CLARKE,  
Secretary.

Hongkong, 11th July, 1911. [1257]

## To Let

## TO LET.

GODOWNS in MASON'S LANE

a good for storage of Wines and other articles. Rent moderate.

The BUILDING now in occupation of The Mercantile Bank of India to be let from 1st January, 1912.

Apply to—  
DAVID SASSOON & Co.,  
Hongkong, 12th July, 1911. [1037]

## TO LET.

GODOWNS at BLUE BUILDINGS,  
4a, Praya East.

"CREGGY," 39, The Peak.

No. 10, MACDONNELL ROAD,  
OFFICES in King's BUILDINGS,  
4th Floor.

GODOWNS, 151 to 155, Praya East.

SEMI-EUROPEAN FLATS

East corner of Observation Place. The Trams stop at the door.

Abo NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

19, CONDUIT ROAD.

FLAT in BLUE BUILDINGS, 4 Praya East.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.

Hongkong, 1st July, 1911. [159]

## TO LET.

GODOWN No. 5a, DODDELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.

Hongkong 1st July, 1911. [161]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 809.  
Hongkong, 3rd July, 1911. [78]

## Estimations

## AERTEX

## CELLULAR.

COOLEST &amp; MOST COMFORTABLE UNDERWEAR

for

THE SUMMER HIGH GRADE.

J. T. SHAW,

TAILOR AND OUTFITTER,  
Hongkong Hotel Buildings,  
Queen's Rd. Central. [1268]

PEAK TRAMWAYS CO., LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 min.  
8.00 a.m. to 10.00 a.m. " 10 min.  
10.00 a.m. to 11.00 a.m. " 15 min.  
11.30 a.m. to 12.45 p.m. " 15 min.  
12.45 p.m. to 1.15 p.m. " 10 min.  
1.15 p.m. to 1.45 p.m. " 15 min.  
1.45 p.m. to 2.15 p.m. " 10 min.  
2.15 p.m. to 3.00 p.m. " 15 min.  
3.00 p.m. to 8.10 p.m. " 10 min.

## NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to  
11.30 p.m. every 15 min. es.  
SUNDAYS.

8.00 a.m. to 10.30 a.m. every 15 min.  
10.30 a.m. to 11.00 a.m. " 10 min.  
11.45 a.m. to 12.00 noon " 15 min.  
12.00 noon to 1.00 p.m. " 10 min.  
1.00 p.m. to 5.00 p.m. " 15 min.  
5.00 p.m. to 6.00 p.m. " 10 min.  
6.00 p.m. to 7.00 p.m. " 15 min.  
7.00 p.m. to 8.10 p.m. " 10 min.

## NIGHT CARS as on Week Days.

SATURDAYS.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON,  
General Managers,  
Hongkong, 16th June, 1911.

[1269]

SEEING IS BELIEVING

And that is why the majority of the people hate to believe, that they can get better fitting glasses at our place, than anywhere else in the Colony.

No charge for sight test.

Doctors prescriptions accurately filled.

N. LAZARUS,  
Ophthalmic Optician,  
14, D'Aguilar Street.

Hongkong, 1st April, 1911. [929]

TO LET.

THE CHINA PROVIDENT

LOAN AND MORTGAGE

CO., LTD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property,  
&c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &amp;c.,

Undertaken and Executed.

SHEWAN, TOMES &amp; CO.,

General Managers.

Hongkong, 19th March, 1911. [411]

[1029]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,

FORGECASTERS, BRASS AND IRON FOUNDERS, CONSTRUC-

TIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

[1029]

Modern Appliances for quick construction and repair of Ships,

Engines, Boilers, Railway Rolling Stock, Bridges, and all

Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic &amp; Pneumatic Tools

installed throughout the Works.

[1029]

GRAVING DOCK

78ft. by 88ft. by 8ft. 6in.

Pumps empty Dock in

2 3/4 hours.

THREE PATENT SLIPWAYS,

taking vessels up to 8,000 tons

displacement, providing conditions for

painting ships with most efficient result

100-Ton ELECTRIC CRANE on QUAY.

ELECTRIC OVERHEAD CRANES throughout

THE SHOPS RANGING UP TO 100 Tons.

Estimates given for Decking, Repairs to Hull and Machinery,

Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD &amp; SWIRE

HONGKONG, CHINA &amp; JAPAN

[1029]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR LONDON &amp; ANTWERP v. S. P. &amp; C. STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, 1st July, 1911.

SINGAPORE, 1st July, 1911.

HONGKONG, 1st July, 1911.

TAIWAN, 1st July, 1911.

KOREA, 1st July, 1911.

JAPAN, 1st July, 1911.

TAIWAN, 1st July, 1911.

KOREA, 1st July, 1911.

JAPAN, 1st July, 1911.

TAIWAN, 1st July, 1911.

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TAIWAN, 1st July, 1911.

KOREA, 1st July, 1911.

JAPAN, 1st July, 1911.

TAIWAN, 1st July, 1911.

KOREA, 1st July, 1911.

JAPAN, 1st July, 1911.

TAIWAN, 1st July, 1911.

## COMMERCIAL EXCHANGE.

Selling.  
 London—Bank T.T. .... 1/0 9/16  
 Do. Demand ..... 1/1 9/16  
 Do. 4 months' sight ..... 1/1 9/16  
 France—Bank T.T. .... 2/27  
 America—Bank T.T. .... 4/35  
 Germany—Bank T.T. .... 1/8/1  
 India T.T. .... 1/8/1  
 Do. Demand ..... 1/8/1  
 Shanghai—Bank T.T. .... 7/4  
 Sang—Bank T.T. per H.K. \$100 77  
 Japan—Bank T.T. .... 8/8/1  
 Java—Bank T.T. .... 10/8/1  
 Buying.  
 4 months' sight L/C. .... 1/0 10/10  
 6 months' sight L/C. .... 1/0 10/10  
 80 days' sight San Fco & N. York 4/4  
 4 months' sight do. 4/5  
 90 days' sight Sydney & Mel. 1/10 8/16  
 4 months' sight France ..... 2/3/1  
 6 months' sight do. 2/3/1  
 4 months' sight Germany ..... 1/8/1  
 Bar Silver ..... 24 5/16  
 Bank of England rate ..... 3 %  
 Sovereign ..... \$11.03

## POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The a.m. Peris, with the American Mail, is due to arrive here on Tuesday morning, the 25th inst.

A Mail will close for:—

Swatow, Amoy and Tamsui—Per

Daijin-kuang, 23rd July, 9 a.m.

Swatow—Per Hainan, 23rd July,

9 a.m.

Shanghai—SIBERIAN Mail to

Europe—Per Cheirin, 23rd

July, 9 a.m.

Singapore—Per Melang, 24th

July, 9 a.m.

Swatow, Tsin-tau, Wei-hai-wei, Chefo-

n and Tientsin—Per Cheong-

ling, 24th July, 11 a.m.

Timor, Do. Darwin, Thursday Island,

Cooktown, Cairns, Towns-

ville, Brisbane, Sydney,

Hobart, Launceston, New

Zealand, Dunedin, Mel-

bourne, Adelaide, Perth and

Fremantle—Per Empire,

24th July, 11 a.m.

Macao—Per Sui Tai, 24th July, 11 a.m.

Amoy and Shanghai—Per Tjiliwong,

24th July, 11 a.m.

Singapore, Penang and Calcutta—Per

Peria, 24th July, 5 p.m.

Haiphong—Per Johanne, 24th July,

5 p.m.

Koelung, Shanghai, Moji, Kobe, Yoko-

hama, Victoria and Tacoma

—Per Canada, Manu, 25th

July, 10 a.m.

Swatow, Amoy and Foochow—Per

Hsiang, 25th July, noon.

Manila—Per Sui Tai, 25th July, 11 a.m.

Manila, Cebu and Ililo—Per Team,

25th July, 3 p.m.

Singapore, Penang and Colombo—Per

Per Simu, 26th July, 10 a.m.

Europe, &c., India via Tuticorin—Per

Prinzess Alice, 26th July, 11 a.m.

Swatow—Per Hainan, 26th July, noon.

Haiphong—Per Sui Tai, 26th July, 11 a.m.

Haiphong—Per Sui Tai, 27th July, 11 a.m.

Shanghai—Per Linan, 27th July, 3 p.m.

Batavia, Cirebon, Samarang and

Sourabaya—Per Tjipanas,

26th July, 11 a.m.

Swatow, Amoy and Foochow—Per

Hai-tan, 28th July, noon.

Manila (taking Mail for Cebu and

Ililo)—Per Loong-sang, 29th

July, 1 p.m.

SHANGHAI SIBERIAN Mail to

Europe—Per Chin-hua, 29th

July, 6 p.m.

Manila, Cebu and Ililo—Per Ruh,

31st July, 3 p.m.

Kobe and Yokohama—Per Yawata-

maru, 1st Aug., 10 a.m.

Europe, &c., India via Tuticorin—Per

Armand Belic, 1st Aug., noon.

Wei-hai-wei and Tientsin—Per Hui-

chow, 1st Aug., 3 p.m.

Singapore, Penang and Colombo—Per

Kitan-maru, 1st Aug., 5 p.m.

Manila (taking Mail for Cebu and

Ililo)—Thursday Island,

Cooktown, Cairns, Towns-

ville, Brisbane, Sydney, Ho-

bart, Launceston, New

Zealand, Dunedin, Mel-

bourne, Adelaide, Perth and

Fremantle—Per Kumano-

maru, 4th Aug., 10 a.m.

Shanghai, Nagasaki, Kolo, Yokohama,

Honolulu and San Francisco

(Silent Mail to Europe)

—Per Soria, 4th Aug., 10 a.m.

Nagasaki, Kolo, Yokohama and

Seattle—Per Minnesota, 6th

Aug., 10 a.m.

Shanghai, Kolo and Moji—Per Fook-

king, 8th Aug., 11 a.m.

Manila (taking Mail for Cebu and

Ililo) Yap, Maron, Frie-

drich, Wilhelmshafen, Ra-

bau Herbertshohe, Matupi,

Samara, Brisbane, Sydney,

Hobart, Launceston, New

Zealand, Dunedin, Mel-

bourne, Adelaide, Perth and

Fremantle—Per Frie-

man, 12th Aug., 8 a.m.

Waldemar, 12th Aug., 8 a.m.

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Victoria, Hongkong.

## SHIPPING NEWS.

## MAILS DUE.

Goman (Kleist) 26th inst.  
 Pacific (Persia) 25th inst.

The O. S. R. & Panama Maru  
 left Tacoma for this port via Japan and  
 Shanghai on the 8th inst., and is due  
 here on the 10th prox.

The P. M. & Persia is due to  
 arrive at this port on the 25th inst.,  
 between 4 and 6 a.m., and leaves again  
 on the 4th prox., at 11 a.m.

## ARRIVALS.

Kwei-ling, Br. a.s. 1/07, C. W. Puckett,  
 21st July—Nan-hwang 18th  
 July, Gen.—B. & S.  
 Silvia, Ger. a.s. 4/17, Saith, 21st  
 July—From Foochow Gen  
 —H. A. L.  
 Assya, Br. a.s. 4/19, G. W. Cock-  
 man, a.s.a. 21st July—  
 Shanghai 18th July, Mail  
 and Gen.—P. & O. S. N.  
 Parks, J. L. M. L.

## PASSENGERS ARRIVED.

Per Assaya, arrived 21st July, from  
 Shanghai, &c.:

Gron, Van Rigby, B.  
 Pollard, Mrs. Villa, J. do  
 Palfier, Mr. Young, P.  
 Rent, Capt. W.

Per Empire, arrived on 22nd July,  
 from Kobe:

Ah Ben Leong, H. C.  
 Ah Sui Yip, S. C.

Per Minnesota, arrived on 22nd  
 July, from Seattle, &c.:

Aguilar, B. Poerco, A. L.  
 Allan, Miss S. Poley, O.  
 Eberly, Mr. & Mrs. Pingolongols, E.  
 D. A. Powers, G. A.  
 Ewing, Mr. & Mrs. Serva, P. do.  
 Pat, C. Smith, Mrs. W.

Finn, W. T. Snyder, F.  
 Garee, P. Stevens, Mr. and  
 Ging, M. Mrs. C. E.  
 Hale, F. Sutor, J. B.  
 Hart, P. Toomey, Mrs. D.

Jenkins, C. M. T.  
 Lavidin, P. Wah, C. K.  
 Mandell, Mrs. Watson, Mrs.  
 D. Woodward, Miss

Minnesota, Am. a.s. 1/07, T. W.  
 Garlick, 22nd July—Scottish  
 and Manila 19th June, Gen  
 —N. Y. K.

Ichang, Br. a.s. 1/28, R. Lewis  
 22nd July—Amoy 20th  
 July, Gen.—B. & S.  
 Cheong Shing, Br. a.s. 1/29, Liddell  
 22nd July—Tientsin, via  
 Chefoo and Wei-hai-wei 12th  
 July, Gen.—B. & S.

Empire, Br. a.s. 2/16, St. John

George, 22nd July—Moji

17th July, Gen.—G. L. & Co.

Yochow, Br. a.s. 1/07, W. Melintosh,  
 22nd July—Mile 15th  
 July, Gen.—B. & S.

Hainan, Br. a.s. 6/1, A. H. Stewart  
 22nd July—Swatow 21st

July, Gen.—D. L. & Co.

Yokohama, Br. a.s. 1/26, Spink, 22nd

July—Canton 21st July,  
 Ballast, B. & S.

Huang-sang, Br. a.s. 1/06, S. Wible,  
 22nd July—Canton 21st

July, Gen.—J. M. & Co.

Paklat, Ger. a.s. 1/018, J. Wenzel,  
 22nd July—Bangkok and

Swatow 21st July, Rice—  
 B. & S.

Triumph, Ger. a.s. 7/09, W. Lan-  
 zschager, 22nd July—Holloway  
 21st July, Gen.—J. & Co.

For Terms, apply to the  
 27] MANAGER.

CLEARANCES AT THE HAR-  
 BOUR OFFICE.

Yuen-sang, for Mysil.  
 Assya, for Singapore.  
 Hoi-ching, for Amoy.  
 Yochow, for Canton.  
 Hongkong, for Amoy.  
 Silvia, for Singapore.  
 Empress of Japan, for Shanghai.  
 Pitman, for Swatow.  
 Kuan-sang, for Sing-pore.  
 Coquet, for Souta-ya.  
 Kwong-shan-wei, for Qwong-chow-wei.  
 Kwei-ling, for Canton.

## DEPARTED.

July 22.  
 Assya, for Europe.  
 Coquet, for Souta-ya.  
 Hoi-ching, for Amoy.  
 Yochow, for Foochow.  
 Chenan, for Canton.  
 Kwei-ling, for Canton.  
 Empress of Japan, for Vancouver.  
 Hongkong, for Amoy.  
 Kuan-sang, for Calcutta.  
 Kuan-wei, for Amoy.

Shanghai—Per Linan, 27th July,

3 p.m.

Batavia, Cirebon, Samarang and

Sourabaya—